



Agenda
Village of Glen Ellyn
Capital Improvements Commission Meeting
Tuesday, September 13, 2022
7:00 PM
Glen Ellyn Civic Center, Room 301

Any individual with a disability requiring a reasonable accommodation in order to participate in a meeting should contact The Village of Glen Ellyn ADA Coordinator, 630-469-5000, at least five (5) business days in advance of the next scheduled meeting. All matters on the Agenda may be discussed, amended, and acted upon.

- A. Call to Order**
- B. Public Comment (Non Agenda Items)**
- C. Approval of Minutes**
 - 1) Motion to approve the August 9, 2022 Capital Improvements Commission Meeting Minutes
- D. Current Business**
 - 1) CBD SUI Update and Construction Staging
 - 2) CBD SUI Updated Decorative Pavement Treatment Options for Main/Crescent Intersection
 - 3) Crescent Boulevard Federal Aid Project Update
- E. Trustee's Report**
- F. Other Business**
- G. Public Works Report**
- H. Project Report**
 - 1) Engineering Division Project Activity Report Dated September 9, 2022
- I. Adjournment**

DRAFT



Meeting Minutes
Village of Glen Ellyn
Capital Improvements Commission
Regular Meeting
August 9, 2022
7:00 PM
Glen Ellyn Civic Center Room 301

Board or Commission: Capital Improvements

Date: July 12, 2022

Meeting: Regular

Called to Order: 7:00 p.m.

Quorum: Yes

Adjourned: 8:54 p.m.

Member Attendance:

Steve Szymanski	Chairman	Present
Joel Baldin	Commissioner	Present
Adam Biggam	Commissioner	Absent
Joshua Cattero	Commissioner	Present
Arthur Foerster	Commissioner	Present
Michael Lindquist	Commissioner	Present
Adil Saeed	Commissioner	Present
Jill Ziegler	Commissioner	Present
Rocco Zuccherro	Commissioner	Absent
Bill Payne	Trustee Liaison	Present
Richard Daubert	Staff Liaison/Professional Engineer	Present

Also Present:

Mark Franz	Village Manager
Dave Buckley	Public Works Director
Elisa Pollina	Recording Secretary
Kristin Kalitowski	Civiltech Engineering
Phil Hutchinson	Civiltech Engineering
Dan Anderson	Historical Society

A. CALL TO ORDER

The August 9, 2022 Meeting of the Capital Improvements Commission was called to order by Chairman Szymanski at 7:00 PM at the Glen Ellyn Civic Center.

B. PUBLIC COMMENT – None

C. APPROVAL OF MINUTES

**APPROVAL OF JULY 12, 2022 CAPITAL IMPROVEMENTS COMMISSION
MEETING MINUTES**

MOTION TO APPROVE MINUTES FROM JULY 12, 2022 CAPITAL IMPROVEMENTS
COMMISSION MEETING

MOTION BY: Commissioner Ziegler

SECOND BY: Commissioner Lindquist

RESULT: UNANIMOUS APPROVAL

D. CURRENT BUSINESS

1. Glen Ellyn Central Business District Streetscape Project – Main and Crescent Intersection
Pavement Treatment Options – Engineer Daubert reports tonight our main topic of discussion
will be on the decorative pavement options for the intersection of Main and Crescent. Civiltech
came up with four concepts with varying levels of brick, concrete and asphalt pavement. Phil
Hutchinson from Civiltech will review the 4 options with the CIC.

Phil Hutchinson reviews the options with the CIC. He states after speaking with Public Works,
we came up with a few options to scale back on the bricks. Kristin Kalitowski adds we also don't
want to make the horse trough area any bigger than it currently is.

Option A – Primarily brick paver intersection with concrete perimeter ribbon, concrete median,
concrete around the Horse Trough Island, and Brick Paver Crosswalks with Concrete Ribbons.
Estimated Cost for Option A ~ \$185,000

Option B – The design is the same as Option A with bricks being scaled back and taken out of
crosswalks. There will be asphalt crosswalks in lieu of brick paver crosswalks. Estimated Cost
for Option B ~ \$128,000

Option C – Primarily Concrete Intersection with brick paver median, brick paver around the
Horse Trough Island, and brick paver crosswalks with concrete ribbons.
Estimated Cost for Option C ~ \$116,000

Option D – Concrete intersection with additional brick pavers around the Horse Trough Island
only and brick paver crosswalks with concrete ribbons.
Estimated Cost for Option D ~ \$107,000

Engineer Daubert notes that from a staff perspective, we see a lot of maintenance needs for the
options involving more bricks in the travel lanes; hence staff's preference for Option D. He adds

that pavers will occasionally need to be removed and reset; the base will also require occasional patching. Engineer Daubert notes that staffing is a challenge in taking on infrastructure with added maintenance. He notes that the Public Works staff is light and more specifically near half in size of staff for similarly sized communities. Commissioner Baldin adds the base will likely fail, not necessarily the bricks unless they chip. Engineer Daubert notes that is one of the advantages of the clay pavers over concrete which tend to fail from the bottom up due to salt damage. Phil Hutchinson adds the sanding of the paver joints will need to be robust for the first two seasons.

Chairman Szymanski asks the CIC if they have any feedback on the options presented.

Commissioner Baldin prefers Option A but also suggests considering an Option E where the turning lane for northbound Main Street is all concrete to address concerns with traffic turning on the pavers.

Commissioners Ziegler and Cattero prefer Option A. However, Commissioner Cattero's preference is in the context of making sure that the pavers are well maintained.

Chairman Szymanski states he is concerned with the crosswalks in Option A. More specifically, his concern is that the crosswalks blend in with the balance of the intersection and do not appear to be well delineated walking areas.

Director Buckley adds maintenance is ongoing not just when something goes wrong. We will have to contract out when bricks need to be replaced. We struggle now to keep up with maintenance given our staffing constraints.

Commissioner Foerster states that his preference is for Option D noting that it looks best and is most consistent with the intersections in the rest of the downtown.

Chairman Szymanski asks the CIC if money is not a concern which option would you choose.

Commissioners Cattero, Baldin, Saeed, Lindquist, Ziegler select Option A.

Commissioner Foerster selects Option D.

Chairman Szymanski and Trustee Payne select Option D+ which is minimal bricks and no confusion with the crosswalks. This option would clearly identify where pedestrians can walk.

The CIC discusses modifying Option A. Option A as is, Option A with a single color crosswalk, Option A – all pavers. Hutchinson adds wear will show more on the single color pavers.

Engineer Daubert notes a concern with Option A; specifically the concrete median and the potential for added failures of the median and/or bricks adjacent to the median. He asks Phil Hutchinson if it would be better to have all brick in the middle of the intersection over brick with the concrete median. Phil Hutchinson notes it would be better to have the intersection as all pavers as failures more commonly occur at edges. He notes that the paver field will also be stronger if it is all pavers verses pavers with a concrete median.

The CIC weighs in on all the options and Chairman Szymanski asks the CIC for their final preference.

Commissioner Cattero selects Option A as-is.

Commissioners Baldin, Lindquist and Ziegler select: Option A with a wider concrete banding for the crosswalks and the same blend crosswalk bricks.

Commissioner Foerster selects Option D.

Commissioner Saeed selects Option A modified pulling in the pavers around the horse trough to better delineate that area from the paver crosswalk.

Chairman Szymanski selects Option D modified with minimal bricks and no confusion between the pavers around the horse trough and the crosswalk.

Engineer Daubert asks Dan Anderson which option he prefers. Dan Anderson states he wants it to look good, he prefers Option A.

Engineer Daubert thanks everyone for their feedback.

2. Public Works Engineering Staffing – Engineer Daubert reports we’ve had some attrition in our department and are working with Sterling Engineering and GovHR to recruit engineers. We have decided to retitle the Senior Civil Engineer position to Assistant Village Engineer. We are hoping changing the title will bring in more candidates for the position. Engineer Daubert adds Sterling Engineering hasn’t found many candidates for the Civil Engineer Position. He notes that one of the constraints is that many engineers want remote work. He adds that it is difficult to work remotely as our projects are here in the Village. Engineer Daubert notes we are also using consultants for services we have typically done in house. Director Buckley adds we are trying things now we have never done to fill these open positions. Commissioner Foerster asks is there an opportunity to train people internally that might not have all the credentials for the position. Engineer Daubert states yes, we are actually doing that on the operations side with no candidates fitting our engineering needs.

E. TRUSTEE’S REPORT – Trustee Payne reports we had our last feedback meeting for the hotel property on Roosevelt Road last week. We have five proposal options for that property that we hope to narrow down to two; so we can develop an RFP. It will either be all commercial or various commercial and affordable housing. We are hiring a broker to market the entire site. There has already been some interest in the property. We have asked the Ad Hoc participants for their recommendations. We are also discussing if the buildings will need to be demolished to bring interest to the site.

F. OTHER BUSINESS – Commissioner Cattero states if anyone is interested in joining the nomination committee or if you or anyone you know would like to run for Library Trustee or Village Trustee please let me let me know.

- G. PUBLIC WORKS REPORT** – Public Works Director Buckley reports our seasonal help is leaving and now putting additional work on to staff. We’ve also had some retirements over the last few months. We are restructuring and splitting up those responsibilities. We are currently looking for a street superintendent. We also have 2 engineer positions open and we have a maintenance worker leaving to work for the tollway. We are working on budgets. We are also finalizing the water and sewer rate study. We hired a company to do this and will be presenting to the board shortly.
- H. PROJECT REPORT** – Engineer Daubert reports our goal with the Streetscape project is to open Main Street to one-way traffic this Friday. We want to get people back into the downtown. We have a lot of action with the utility undergrounding on Hillside Avenue. We are pushing Com-Ed to come out before October to do their work. We will be closing Main Street between Duane Street and the tracks near the end of the month to start reconstruction of that portion of Main Street. Park Boulevard water main replacement project is moving along. Completion of the street resurfacing project will be pushed back two weeks due to the Local 150 strike. Illinois American Water Interconnect Project is going out to bid next week. The Village Board approved Amendment #6 to the ongoing Phase 1 engineering study for the Train station/pedestrian tunnel. CDM Smith is working on a proposal for Phase 2 engineering. Engineer Daubert notes that we are also working on the design of the next two phases of the CBD Streetscape Project.
- I. ADJOURNMENT** – Commissioner Saeed motions and Commissioner Ziegler seconds to adjourn the meeting. The motion is unanimously approved, and meeting adjourned at 8:54 p.m.

Submitted by Elisa Pollina, Recording Secretary

Reviewed by Richard Daubert, Professional Engineer



**Glen Ellyn Capital
Improvements Commission**
535 Duane Street
Glen Ellyn, IL 60137

Meeting 9/13/2022 7:00 PM
Department: Public Works
Department Head: Dave Buckley
Category: Discussion Item
Prepared By: Rich Daubert

**AGENDA ITEM (ID # 2022-
2628)**

DOC ID: 2022-2628

CBD SUI Update and Construction Staging

Statement of the Issue:

Please see the attached memorandum and its associated attachments pertaining to this agenda item.

Analysis:

Budget Impact:

Action Requested:

Attachments:

1. September 2022 CIC Memo On CBD SUI Phase 2 and 3 Construction Staging
2. Ordinance 6861 - CBD SUI Design Approval
3. 2023 Construction Staging Exhibits
4. 2024 Construction Staging Exhibits



MEMORANDUM

TO: Capital Improvements Commission

FROM: Rich Daubert, Professional Engineer

DATE: September 9, 2022

RE: CBD Streetscape and Utility Improvements (CBD SUI)
Update and Construction Staging

Project Update

Civiltech Engineering is currently working on its next submittal of design drawings for the next two phases of the Central Business District Streetscape and Utility Improvements Project. The next two phases include the following streets with their associated limits.

- Prospect Avenue from Duane to Pennsylvania
- Glenwood Avenue from Crescent to Pennsylvania
- Main Street from the UP-West Line to Anthony
- Crescent Boulevard from Prospect to Main
- Pennsylvania Avenue from Western to Park
- Anthony Street immediately west of Main Street

This next submittal is anticipated to be in prefinal status and received by staff on Thursday, September 15. Comments will be due back to the Engineer by October 14 to keep the project on track for competitive bidding later this year.

Construction Staging

As commemorated in the attached Ordinance for the project, Phases 2 and 3 of the project are to be constructed in 2023 and 2024. As the project design has progressed, the scope of work for each of the streets has been more clearly defined. In addition, other details have further developed including the anticipated construction schedule for the Glenwood Station Development and private utility relocation/adjustment work. Another development, at least from a Staff perspective, is a much clearer understanding of how much time needs to be appropriated for constructing the streetscape elements.

Based on these factors, Civiltech has prepared preliminary exhibits to identify their recommended approach towards staging construction of the next two phases of the project. The exhibits are separated by year and attached hereto for reference.

The staging approach maintains construction of the improvements over a two-year period; however, the actual division of work deviates from that shown in the aforementioned ordinance. It was noted during the construction this year that work on adjacent sides of blocks was beneficial to the contractor's progress and as such this was another consideration that altered the previous staging consideration. In summary, as Civiltech looked closely at the volume of utility and streetscape work, they felt that it would be challenging to complete all of the work on Pennsylvania Avenue over one construction season. Hence, Pennsylvania Avenue was segmented accordingly.

A brief narrative is provided for work in 2023 and 2024 to shed light on the proposed approach.

Work in 2023

The general approach towards staging of the project in 2023 is very similar to what was done for construction of the south side of the Central Business District in 2022. More specifically, it is proposed that Main Street will be fully closed to traffic between Pennsylvania Avenue and Crescent Boulevard. The goal being to construct the improvements within this stretch as efficiently and timely as possible.

However, Main Street entering the CBD will have at least one traffic lane open at a time with the approach to allow traffic into the CBD. To circumvent the closure of Main, traffic will follow a counterclockwise detour utilizing Pennsylvania Avenue, Prospect Avenue, and Crescent Boulevard. There will be times when the intersection of Crescent Boulevard will need to be fully closed to traffic at Main Street. Hence, Duane Street will occasionally need to be used for detours. This traffic pattern does take the construction needs for Glenwood Station into consideration.

The depicted limits of Pennsylvania Avenue and Crescent Boulevard are proposed to be improved in similar fashion to how Duane Street was improved in 2022; i.e. half of the roadway will be utilized at a time for construction with the other half utilized to maintain traffic. This is due to several factors including utility work, the nature of one-way streets in the downtown, and the construction needs for Glenwood Station. Somewhat related to the latter, the overall staging plan also takes into consideration the Project Team's recommendation to leave two of the Village's at-grade crossings of the UP-West Line open during the project.

Work in 2024

Pennsylvania Avenue between Main Street and Park Boulevard involves a modest amount of underground utility improvements with this being the major focus of 2024. The work would be advanced in similar fashion to how Pennsylvania Avenue west of Main Street is improved in 2023; i.e. half of the roadway will be improved at a time with one-way westbound traffic permitted during construction.

Pennsylvania Avenue between Prospect and Western involves much less intense utility and roadway work. Hence, this portion of the project is proposed to be improved at the tail end of the overall project.

Work on Prospect Avenue, Crescent Boulevard between Prospect and Glenwood, and Glenwood Avenue will need to be carefully coordinated with the Glenwood Station project. It is anticipated that these roadways will all be constructed one half at a time to ensure that they are usable for access to the Glenwood Station site. Based on the preliminary schedule for the Development, it appears that the Village's work may advance by mid-2024. Again related to the construction of the

Glenwood Station Development, Staff has concerns about the routing of trucks, specifically trying to avoid use of the intersection of Crescent and Main which may be improved with brick pavers.

Subject to Change and Further Sub-Staging

It is important to note that this construction staging plan will be utilized to provide prospective contractors with guidance as they bid on the project. Contractors will likely bring their ideas to the table to optimize how they would construct the improvements. Other outside factors such as private utility relocation may also influence construction staging changes. Hence, the construction staging plan should be received as tentative and subject to change.

In addition, this is a high-level overview of the construction staging for surface improvements for the project. Underground utility work will require substages whereby the Contractor will need different areas of the roadways to construction the underground utility improvements.

Action Requested by the Capital Improvements Commission

Staff and the Civiltech Team would like to use the September CIC Meeting to review and solicit input from the Commission on the outlined construction staging approach. Staff will use this feedback to further refine the materials for a meeting with the Alliance of Downtown Glen Ellyn, as well discussions with the Village Board.

Attachments

Ordinance 6861 Adopting the CBD Design Concept and Streetscape Elements Plan
2023 Construction Staging Exhibits
2024 Construction Staging Exhibits



Village of Glen Ellyn

Ordinance No. 6861

**An Ordinance Adopting the Central Business District Streetscape Design Concept and
Streetscape Elements Plan for the Village of Glen Ellyn, Illinois**

Adopted by the
Acting President and the Board of Trustees
Of the Village of Glen Ellyn
DuPage County, Illinois
This 22 Day of MAR, 2021

Published in pamphlet form by the authority
of the Acting President and Board of Trustees of the
Village of Glen Ellyn, DuPage County, Illinois,
this 23 day of MAR, 2021.

PREPARED BY AND MAIL TO:
VILLAGE OF GLEN ELLYN
ATTN: VILLAGE CLERK
535 DUANE STREET
GLEN ELLYN, IL 60137

Ordinance No. 6861

An Ordinance Adopting the Central Business District Streetscape Design Concept and Streetscape Elements Plan for the Village of Glen Ellyn, Illinois

Whereas, on April 10, 2013, the Village President and Board of Trustees adopted Ordinance 6136, an Ordinance Adopting a Downtown Streetscape Plan and Parking Study for the Village of Glen Ellyn, Illinois, hereinafter referred to as the *Glen Ellyn Downtown Streetscape Plan and Parking Plan Study*; and

Whereas, the approval was predicated upon the fact that the *Glen Ellyn Downtown Streetscape Plan and Parking Plan Study* was a conceptual plan that provided general framework for future downtown Glen Ellyn streetscape and could be modified as a result of further detailed studies, unforeseen opportunities, market conditions, funding constraints and options of elected officials; and

Whereas, on September 24, 2018, the Village Board approved an agreement with Civiltech Engineering for professional engineering design services to reference the *Glen Ellyn Downtown Streetscape Plan and Parking Plan Study* and develop preliminary streetscape and utility improvements plans in concert with a strong public engagement plan; and

Whereas, the Streetscape and Utility Improvements Project will include areas of the Central Business District as depicted on **Exhibit A**; and

Whereas, a Steering Committee was created to work with staff and the Civiltech Engineering Consulting Team to ensure the development of the preliminary streetscape plans was reflective of the community's values and priorities; and

Whereas, the Steering Committee met four times between November 2018 and May 2019, at which meetings the Committee reviewed and commented on the preliminary streetscape plan design elements and public engagement including a public design workshop held on January 26, 2019; and

Whereas, on September 23, 2019, the Village Board approved an agreement for professional

services with Civiltech Engineering for the development of final plans for the CBD Streetscape and Utility Improvement project; and

Whereas, the Capital Improvements Commission played the critical role of vetting all aspects of the project, reviewing all of the design decisions, and providing various recommendations to the Village Board throughout the design phase; and

Whereas, a variety of opportunities for public input were provided throughout the process, including but not limited to: design workshops, Steering Committee meetings, Capital Improvements Commission meetings, Environmental Commission meetings, Historic Preservation meetings, Alliance of Downtown meetings, Rotary Club of Glen Ellyn meetings, Village Board meetings, project website, social media, direct communication, and individual meetings with downtown businesses; and

Whereas, a test streetscape site was constructed in October 2020 to facilitate the display of streetscape paving material options with a public preference survey therein established, yielding over 470 responses on material preferences and input from the general public primarily comprised of residents and business owners; and

Whereas, the Village Board provided direction on the proposed roadway and parking geometry approximately including the addition of approximately twenty-one (21) on-street ADA accessible parking spaces with the general on-street parking configuration as summarized in the following tables and depicted in draft form on attached **Exhibit B**, subject to detail design and final review.

On-Street Parking Configuration for North/South Streets				
Street	Limit	Limit	West side	East side
Main Street	Hillside Avenue	Duane Street	no parking along Apex 400	parallel
Main Street	Duane Street	Crescent Boulevard	parallel parking north of Apex 400	no parking
Main Street	Crescent Boulevard	Pennsylvania Ave	parallel	angle (45 degree)
Main Street	Pennsylvania Avenue	Anthony Street	parallel	parallel
Glenwood Avenue	Crescent Boulevard	Pennsylvania Avenue	parallel	parallel
Forest Avenue	Crescent Boulevard	Pennsylvania Avenue	parallel	parallel
Prospect Avenue	Duane Street	Crescent Boulevard	no parking	no parking
Prospect Avenue	Crescent Boulevard	Pennsylvania Avenue	no parking	no parking

On-Street Parking Configuration East/West Streets				
Street	Limit	Limit	North side	South side
Hillside Avenue	Glenwood Avenue	Main Street	no parking	parallel
Hillside Avenue	Main Street	200' east of Main St	angle (45 degree)	parallel loading zone only
Duane Street	Prospect Avenue	Glenwood Avenue	parallel	parallel Glenwood to approx. 110' west
Duane Street	Glenwood Avenue	Main Street	parallel	parallel
Duane Street	Main Street	Forest Avenue	parallel	parallel
Crescent Boulevard	Prospect Avenue	Glenwood Avenue	parallel	parallel
Crescent Boulevard	Glenwood Avenue	Main Street	parallel	parallel
Crescent Boulevard	Main Street	Forest Avenue	parallel	parallel
Crescent Boulevard	Forest Avenue	Park Boulevard	parallel	parallel
Pennsylvania Avenue	Western Avenue	Prospect Avenue	no parking	no parking
Pennsylvania Avenue	Prospect Avenue	Glenwood Avenue	parallel	parallel
Pennsylvania Avenue	Glenwood Avenue	Main Street	parallel	parallel
Pennsylvania Avenue	Main Street	Forest Avenue	parallel	parallel
Pennsylvania Avenue	Forest Avenue	Park Boulevard	parallel	parallel
Anthony Street	200 west of Main St	Main Street	no parking	angle

Whereas, following through review of Capital Improvements Commission recommendations, the Village Board approved the following items to be part of the Central Business District Streetscape Design Concept and Streetscape Elements Plan to be adhered to for the forthcoming Central Business District Streetscape and Utility Improvement Project with the Streetscape Design Elements described as follows:

Streetscape Element: Trees

- Remove existing trees and replace with approx. 229 new trees spaced 35ft on center as depicted in draft form in attached **Exhibit B**, subject to detail design and final review.
- Install curbed tree planters around nearly all trees throughout the CBD, using 5ft x7ft and 5ft x15ft sized planters
 - Granite Curbing to be used in core of CBD bound by Anthony to the North, Hillside to the South, Glenwood to the West, and Forest to the East, as depicted on **Exhibit C**
 - Precast Concrete Curbing to be specified as a base bid for areas outside of the aforementioned core of the CBD with Granite Curbing as an "Add Alternate". Should favorable bids be received, Granite Curbing may be used throughout the CBD at the discretion of the Village Board.

- Include soil cells for trees throughout the CBD (where trees are planted in 5ft x7ft planters)
- Include paver grates at select locations to suspend pavement over trees and expand the usable sidewalk area
- Install raised seat-wall planters at prominent locations as with the following general specifications and as depicted on **Exhibit D**:
 - Seat wall heights to be 24" tall
 - Fire clay brick façade in red/blend color to compliment paving
 - 4" limestone cap with joints
 - Landscape area will include shade trees and understory landscaping (shrubs, perennials, grasses)
- Specify large caliper shade trees for prominent locations, where space allows
- Install irrigation system for all new trees and landscape areas.

Streetscape Elements: Sidewalk and Crosswalk Paving Materials

- Install standard plain concrete sidewalks for pedestrian walking areas including sidewalk ramp areas at corners
- Install fire clay brick pavers on a concrete slab base in a 5-foot wide furniture zone between tree planters as described on **Exhibit E** with the following general specifications in locations as depicted on **Exhibit F**:
 - 4"x12" fire clay pavers in herringbone pattern with "north shore blend" colors
 - 4"x8" fire clay pavers in soldier course border with "charcoal" color
- Install standard plain concrete for carriage walk between the decorative furniture zones and back of curbs

- Install brick pavers on a concrete slab base for carriage walk in areas where there is no decorative furniture zone (referred to as “narrow band”) in locations as depicted on **Exhibit F** with the following general specifications”
 - 16” wide band
 - 4”x12” fire clay pavers running bond pattern with “north shore blend” colors
- Install fire clay brick pavers on a concrete slab base with concrete header bands in crosswalk locations as depicted on **Exhibit G** with the following general specification:
 - 4”x8” fire clay pavers in herringbone pattern with “north shore blend” colors
 - 4”x8” fire clay pavers in soldier course border with “charcoal” color
- Install raised crosswalks with concrete approach ramps at two mid-block crossing locations (Main St between Hillside and Duane, and Crescent between Main and Forest) subject to Public Works final review of the proposed roadway geometry
- Incorporate 16”x16” granite engraved plaques in diamond configuration within decorative furniture zone pavers as depicted on **Exhibit H** at locations to be determined by Historic Society and approved by the Village Board,
- Incorporate 16”x16” granite engraved plaques in square configuration within narrow band decorative pavers at locations to be determined by Historical Society in consultation with the Historic Preservation Commission and approved by the Village Board

Streetscape Elements: Street Furniture, Appurtenances and Streetlight poles

- Specify new street furniture throughout the CBD including:
 - Bollards: Reliance Foundary R07539 to be used at prominent corners and mid-block crosswalks. Color to be black.
 - Trash receptacle: Canterbury Model 102. Color to be black.
 - Bike Rack: DuMor Model 293 or DuMor Model 290: Color to be black.

- Bench: Victor Stanley CR-10 in both 4ft (perpendicular) and 6ft (parallel) lengths.
Color to be black.
- Specify new streetlights throughout the CBD including:
 - Poles: Halophane Charleston Series Pole, aluminum, SiteLink Straight L4E Shaft with mounting accessories
 - Luminaire: reuse existing "Glen Ellyn LED Decorative Luminaire" by Sternberg Lighting
 - Electrical Provision: Provide Separate Circuits for Luminaires, Festoon Electrical Receptacles (Receptacles On Poles), and Ground Mounted Locking Electrical Receptacles

Whereas, at the Village Board Workshops held on February 16th, 2021; January 16th, 2021; October 19th, 2020; on March 4, 2019, the Village Board reviewed these items and the President and Village Trustees determined the Central Business District Streetscape Design Concept and Streetscape Elements Plan is consistent with goals of the Village to improve downtown infrastructure, including pedestrian accessibility and parking improvements; to encourage more pedestrian activity, outdoor dining, and enhance special event space in the CBD; and to spur future private investment and improve quality of life; and

Whereas, the total cost of the CBD Streetscape and Utility Improvements as depicted on **Exhibit J** is estimated to be approximately \$28.7 million for all items including the Underground Utility Study, Design Engineering, Construction Engineering, and Construction with subsequent Construction and Construction Engineering Phases in the amount of approximately \$26.6M to be funded by available Village funds above minimum policy levels, grant funding, and the issuance of General Obligation Bonds as currently depicted in **Exhibit K**; and

Whereas, the property tax levy on said General Obligation Bonds should be abated each year

such that the issuance of those bonds causes no additional property tax burden on property owners.

Whereas, the final design made by the Village Board shall now be used to finalize the Engineering, Plans, Specifications, and Estimates for the Village of Glen Ellyn Central Business District Streetscape Project as to advance the first phase of the project for construction in February of 2022. It should be noted that during the construction phase of the project, some modifications to this plan will be inevitable; however, Village staff and the design team will minimize those changes, but must have the ability to make necessary modifications in the field.

Whereas, the remainder of the CBD Streetscape and Utility Improvements will be constructed in phases as depicted on **Exhibit I**.

Now, Therefore, be it Ordained by the Acting President and Board of Trustees of the Village of Glen Ellyn, DuPage County, Illinois, in the exercise of its home rule powers, as follows:

Section One: The Acting President and Board of Trustees hereby adopts the "Central Business District Streetscape Design Concept and Streetscape Elements Plan" inclusive of the design elements as described herein this Ordinance.

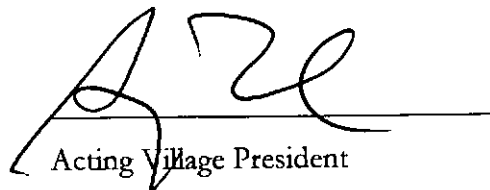
Section Two: This approval is predicated upon future construction contracts approvals.

Section Three: This Ordinance shall be published in pamphlet form within thirty (30) days after its passage and approval, in the manner provided by law, and shall be in full force and effect ten (10) days after completion of such publication.

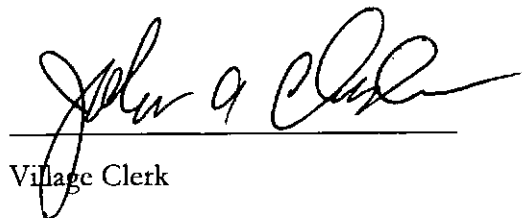
Passed by the Acting President and Board of Trustees of the Village of Glen Ellyn, Illinois, this 22 day of MAR, 20 21.

Ayes	☒	Craig Pryde	☒	Steve Thompson	☒	Mark Senak
	☒	Kelli Christiansen		Bill Enright	☒	Gary Fasules
Nays		Craig Pryde		Steve Thompson		Mark Senak
		Kelli Christiansen	☒	Bill Enright		Gary Fasules
Absent		Craig Pryde		Steve Thompson		Mark Senak
		Kelli Christiansen		Bill Enright		Gary Fasules

Approved by the Acting Village President of the Village of Glen Ellyn, Illinois this 22
day of MAR 2021.

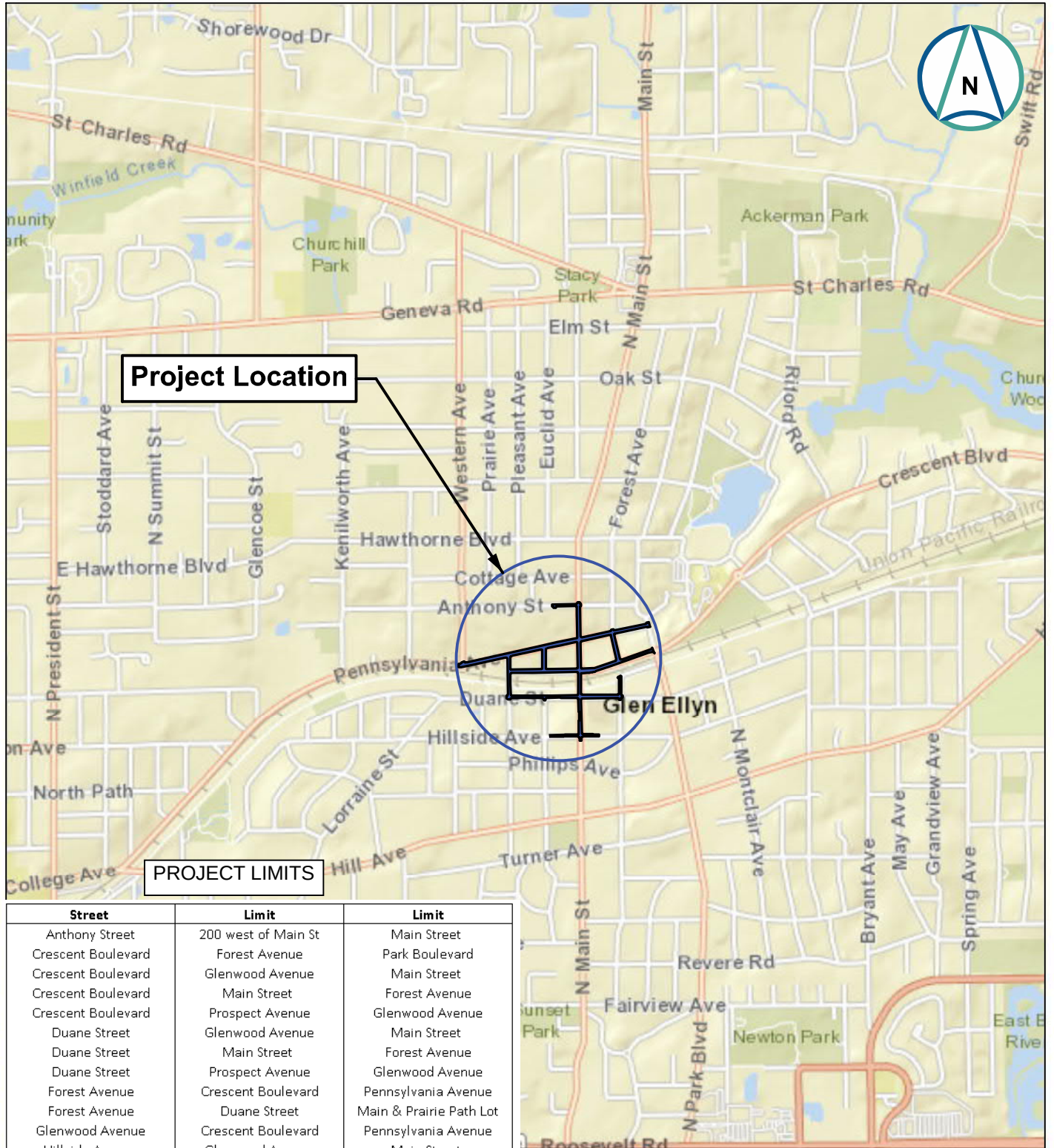

Acting Village President

Attest:


Village Clerk

AFFIX VILLAGE SEAL

(Published in pamphlet form and posted on the 23 day of MAR, 2021.)



Street	Limit	Limit
Anthony Street	200 west of Main St	Main Street
Crescent Boulevard	Forest Avenue	Park Boulevard
Crescent Boulevard	Glenwood Avenue	Main Street
Crescent Boulevard	Main Street	Forest Avenue
Crescent Boulevard	Prospect Avenue	Glenwood Avenue
Duane Street	Glenwood Avenue	Main Street
Duane Street	Main Street	Forest Avenue
Duane Street	Prospect Avenue	Glenwood Avenue
Forest Avenue	Crescent Boulevard	Pennsylvania Avenue
Forest Avenue	Duane Street	Main & Prairie Path Lot
Glenwood Avenue	Crescent Boulevard	Pennsylvania Avenue
Hillside Avenue	Glenwood Avenue	Main Street
Hillside Avenue	Main Street	200' east of Main St
Main Street	Crescent Boulevard	Pennsylvania Ave
Main Street	Duane Street	Crescent Boulevard
Main Street	Hillside Avenue	Duane Street
Main Street	Pennsylvania Avenue	Anthony Street
Pennsylvania Avenue	Forest Avenue	Park Boulevard
Pennsylvania Avenue	Glenwood Avenue	Main Street
Pennsylvania Avenue	Main Street	Forest Avenue
Pennsylvania Avenue	Prospect Avenue	Glenwood Avenue
Pennsylvania Avenue	Western Avenue	Prospect Avenue
Prospect Avenue	Crescent Boulevard	Pennsylvania Avenue
Prospect Avenue	Duane Street	Crescent Boulevard

Village of Glen Ellyn

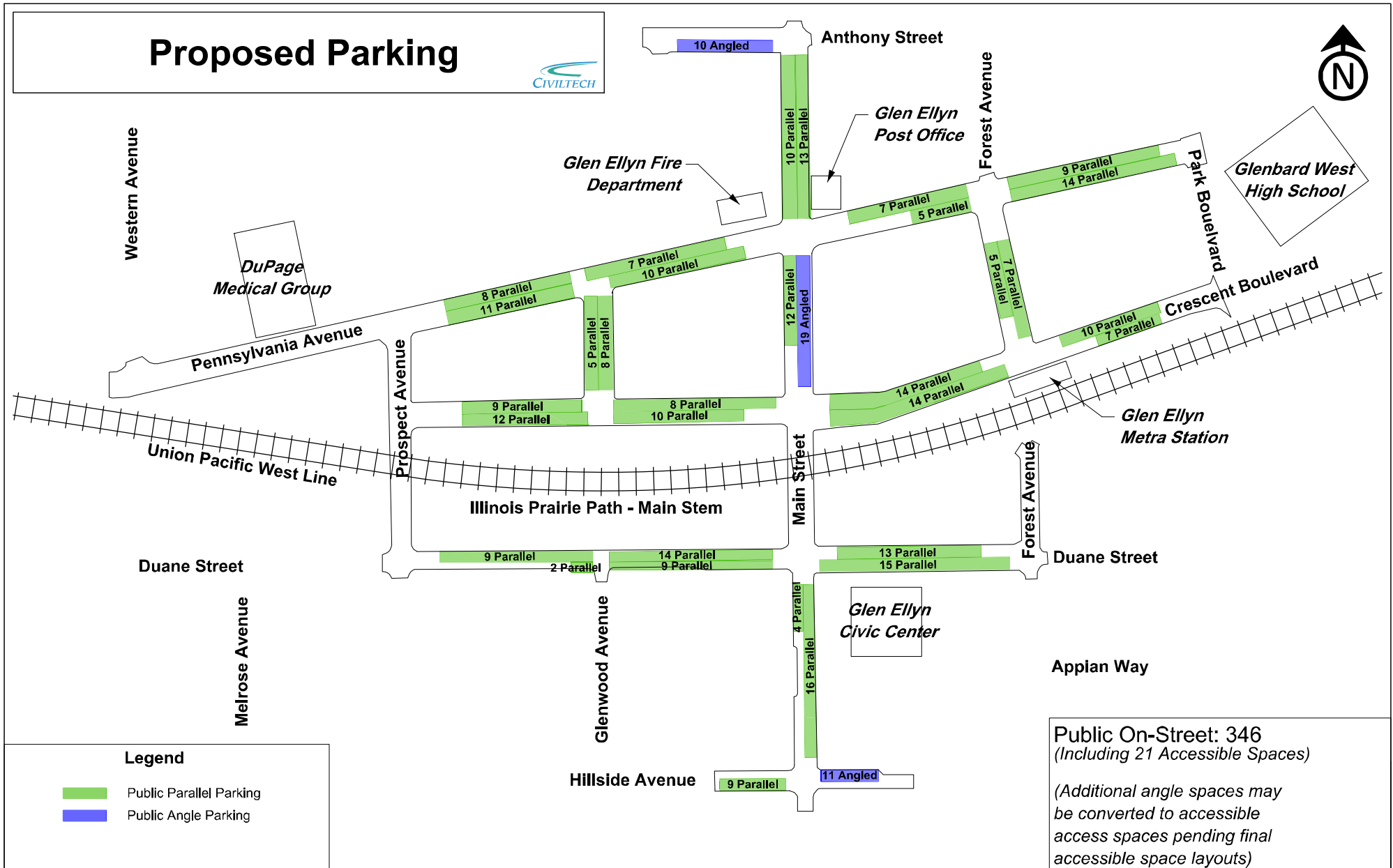
Central Business District (CBD)
Streetscape and Utility Improvements

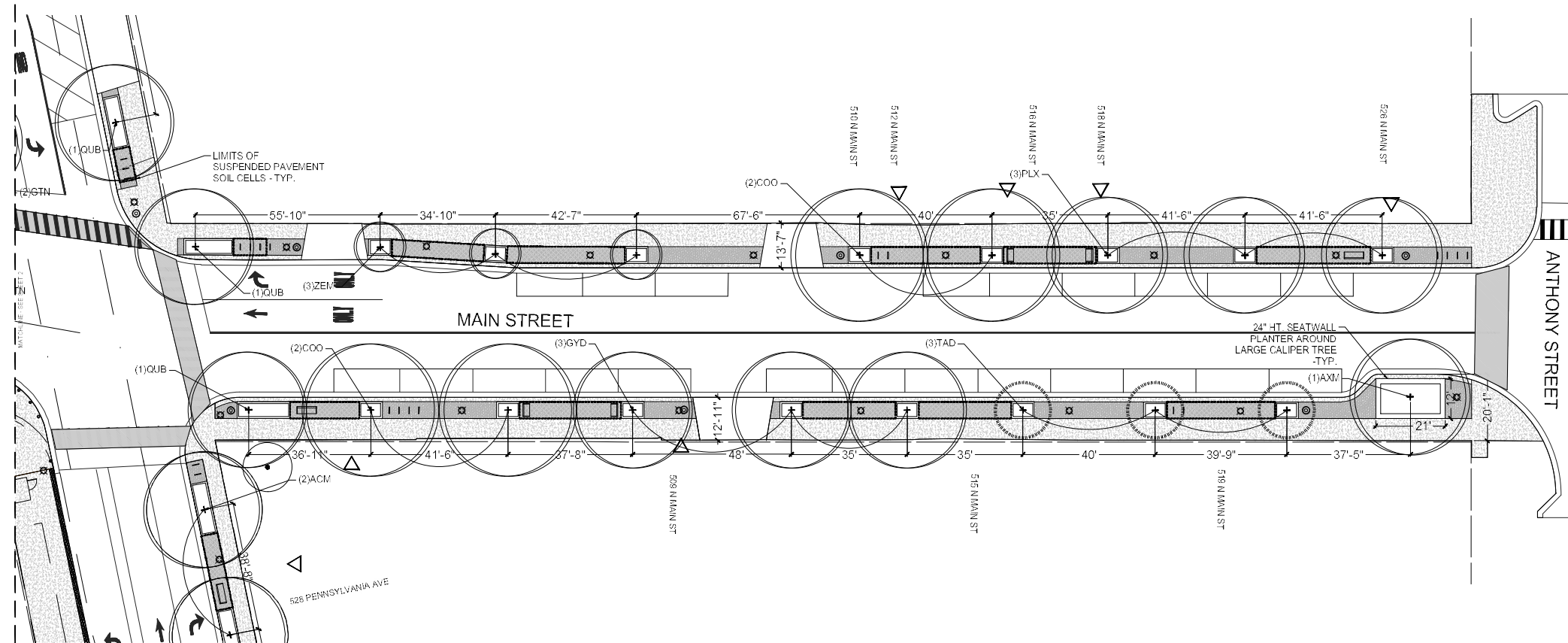
Local Location Map



Not to Scale

Proposed Parking





LEGEND

	EXISTING TREE TO REMAIN		BIKE RACKS
	PROPOSED TREE		4' BENCH
	CONCRETE SIDEWALK		9' BENCH
	DECORATIVE PAVING		BOLLARD
	LIMITS OF SUSPENDED PAVEMENT SOIL CELLS		TRASH RECEPTACLE
	BUILDING RETAIL/RESTAURANT ENTRANCE		FLOWER POTS
	STREET LIGHT LOCATIONS TYP.		

MAIN STREET

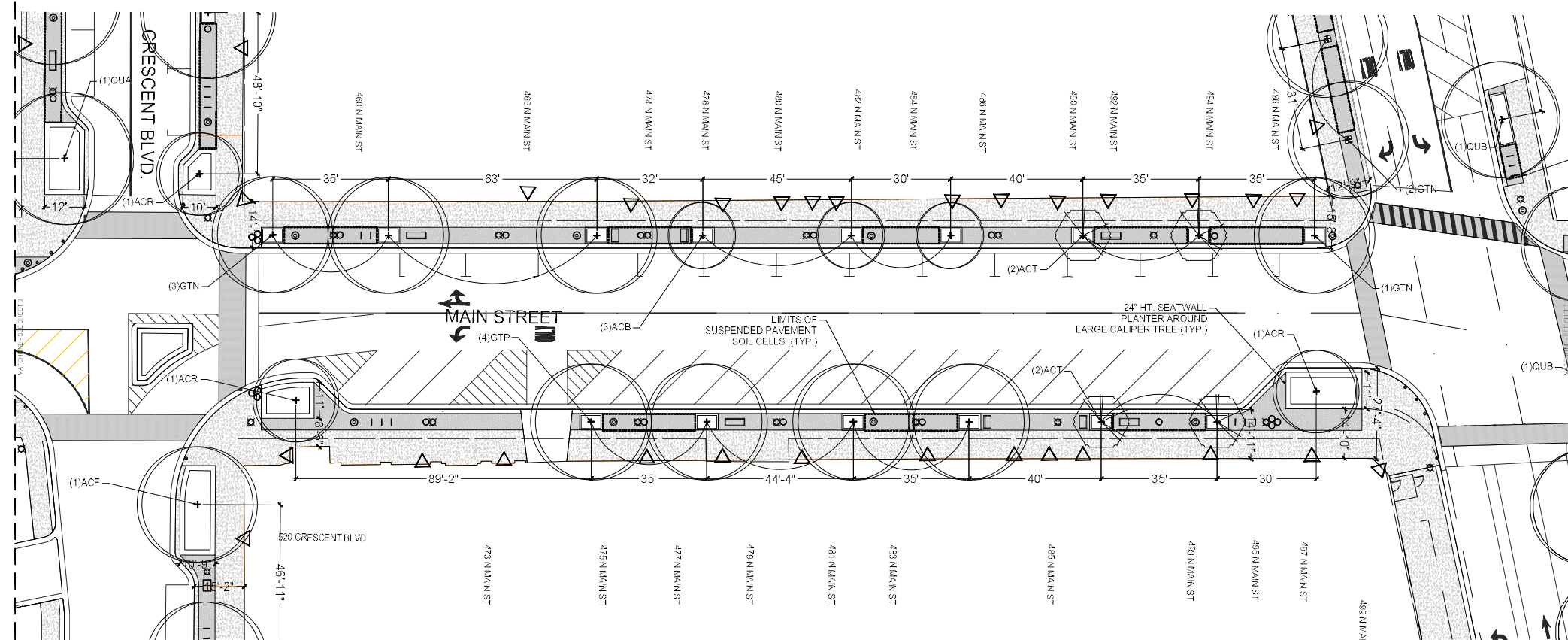
ANTHONY TO PENNSYLVANIA

GLEN ELLYN CBD STREETSCAPE

DRAFT TREE PLANTING PLAN



Jan 29, 2021
Sheet 1 of 18



LEGEND

	EXISTING TREE TO REMAIN		BIKE RACKS
	PROPOSED TREE		4' BENCH
	CONCRETE SIDEWALK		9' BENCH
	DECORATIVE PAVING		BOLLARD
	LIMITS OF SUSPENDED PAVEMENT SOIL CELLS		TRASH RECEPTACLE
	BUILDING RETAIL/RESTAURANT ENTRANCE		FLOWER POTS
	STREET LIGHT LOCATIONS TSD		

MAIN STREET

PENNSYLVANIA TO CRESCENT

GLEN ELLYN CBD STREETScape

DRAFT TREE PLANTING PLAN



Jan 29, 2021
Sheet 2 of 18



LEGEND			
	EXISTING TREE TO REMAIN		BIKE RACKS
	PROPOSED TREE		4' BENCH 6' BENCH
	CONCRETE SIDEWALK		BOLLARD
	DECORATIVE PAVING		TRASH RECEPTACLE
	LIMITS OF SUSPENDED PAVEMENT SOIL CELLS		FLOWER POTS
	BUILDING RETAIL/RESTAURANT ENTRANCE		
	STREET LIGHT *LOCATIONS TBD		

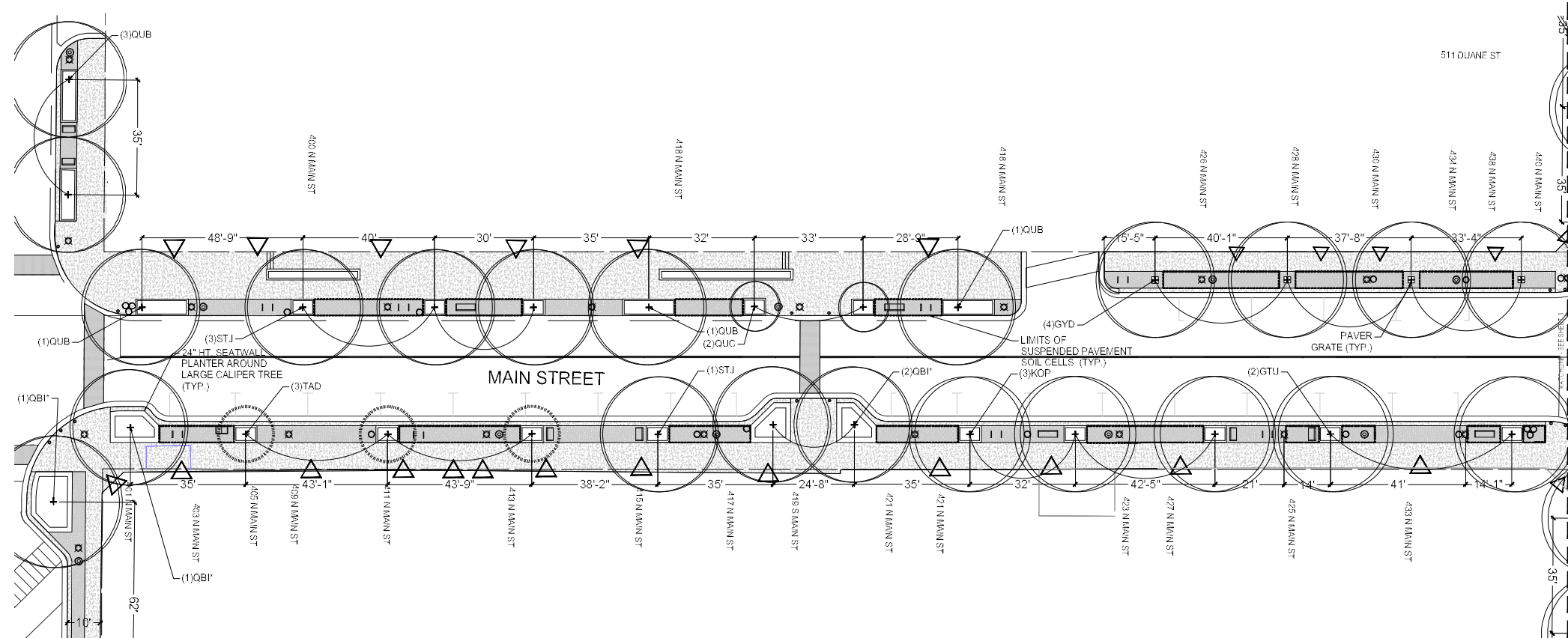
MAIN STREET

CRESCENT TO DUANE

GLEN ELLYN CBD STREETSCAPE DRAFT TREE PLANTING PLAN



Jan 29, 2021
Sheet 3 of 18



LEGEND

	EXISTING TREE TO REMAIN		BIKE RACKS
	PROPOSED TREE		4' BENCH
	CONCRETE SIDEWALK		6' BENCH
	DECORATIVE PAVING		BOLLARD
	LIMITS OF SUSPENDED PAVEMENT SOIL CELLS		TRASH RECEPTACLE
	BUILDING RETAIL/RESTAURANT ENTRANCE		FLOWER POTS
	STREET LIGHT LOCATIONS TBD		

MAIN STREET

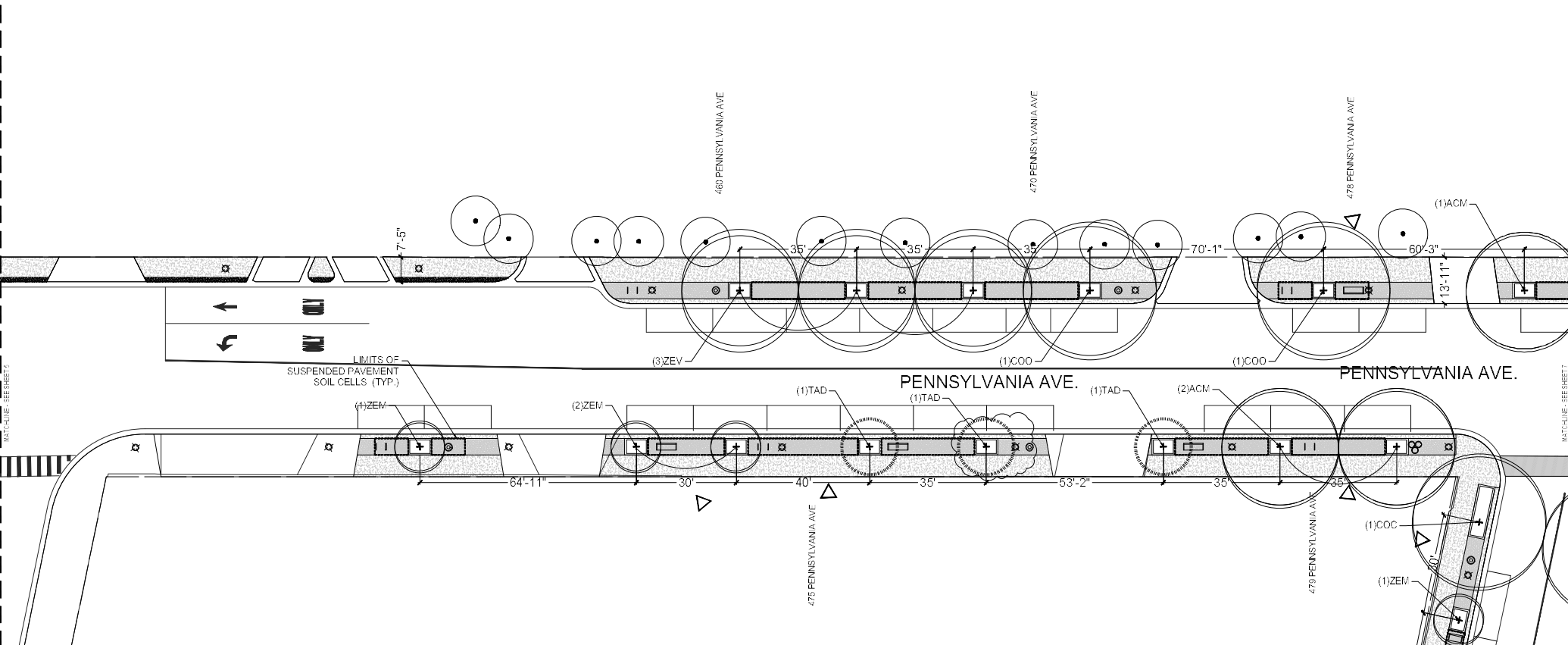
DUANE TO HILLSIDE

GLEN ELLYN CBD STREETScape

DRAFT TREE PLANTING PLAN



Jan 29, 2021
Sheet 4 of 18



LEGEND

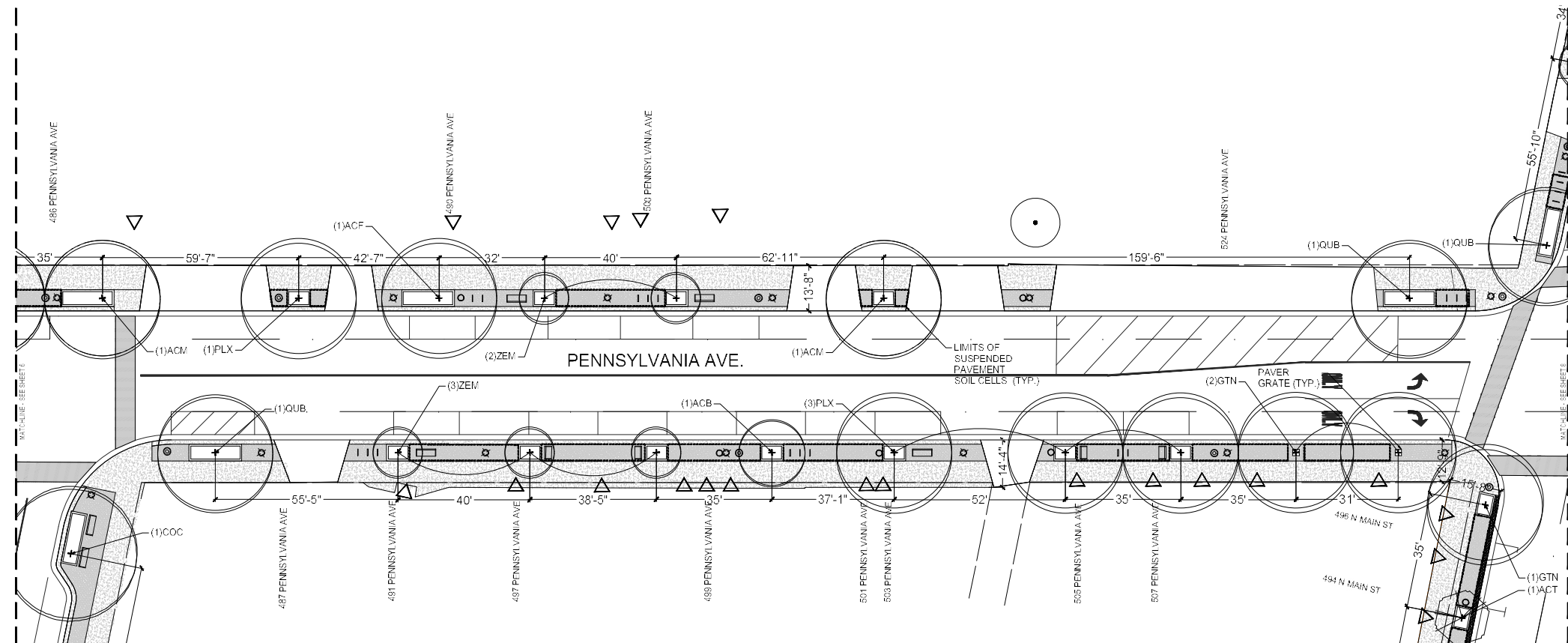
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	PROPOSED TREE		4' BENCH
	CONCRETE SIDEWALK		6' BENCH
	DECORATIVE PAVING		BOLLARD
	LIMITS OF SUSPENDED PAVEMENT SOIL CELLS		TRASH RECEPTACLE
	BUILDING RETAIL/RESTAURANT ENTRANCE		FLOWER POTS
	STREET LIGHT *LOCATIONS TIED		

PENNSYLVANIA AVE PROSPECT TO GLENWOOD

GLEN ELLYN CBD STREETSCAPE DRAFT TREE PLANTING PLAN



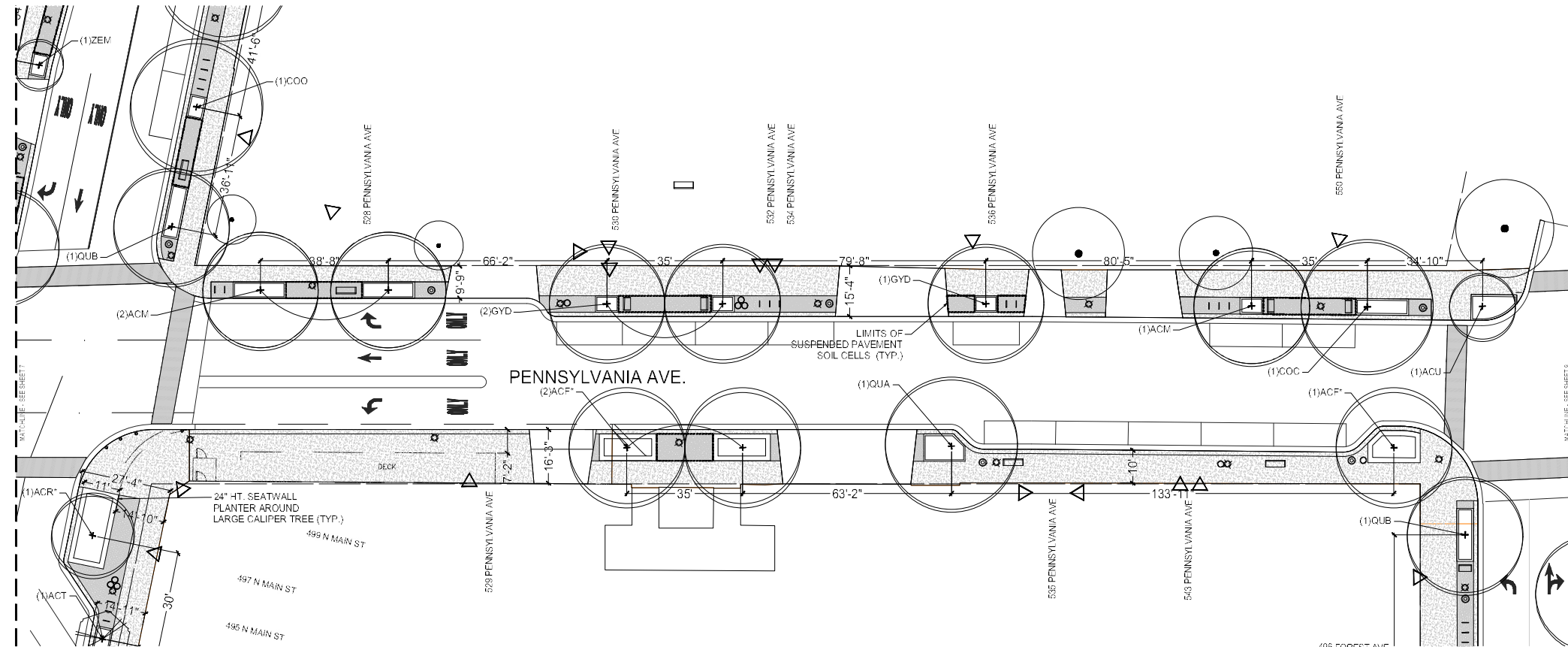
Nov 30, 2021
Sheet 6 of 18



PENNSYLVANIA AVE
GLENWOOD TO MAIN

LEGEND			
	EXISTING TREE TO REMAIN		BIKE RACKS
	PROPOSED TREE		4' BENCH
	CONCRETE SIDEWALK		6' BENCH
	DECORATIVE PAVING		BOLLARD
	LIMITS OF SUSPENDED PAVEMENT SOLI CELLS		TRASH RECEPTACLE
	BUILDING RETAIL/RESTAURANT ENTRANCE		FLOWER POTS
	STREET LIGHT "LOCATIONS" TO BE		





LEGEND

	EXISTING TREE TO REMAIN		BIKE RACKS
	PROPOSED TREE		4' BENCH
	CONCRETE SIDEWALK		6' BENCH
	DECORATIVE PAVING		BOLLARD
	LIMITS OF SUSPENDED PAVEMENT SOIL CELLS		TRASH RECEPTACLE
	BUILDING RETAIL/RESTAURANT ENTRANCE		FLOWER POTS
	STREET LIGHT *LOCATIONS TIED		

PENNSYLVANIA AVE

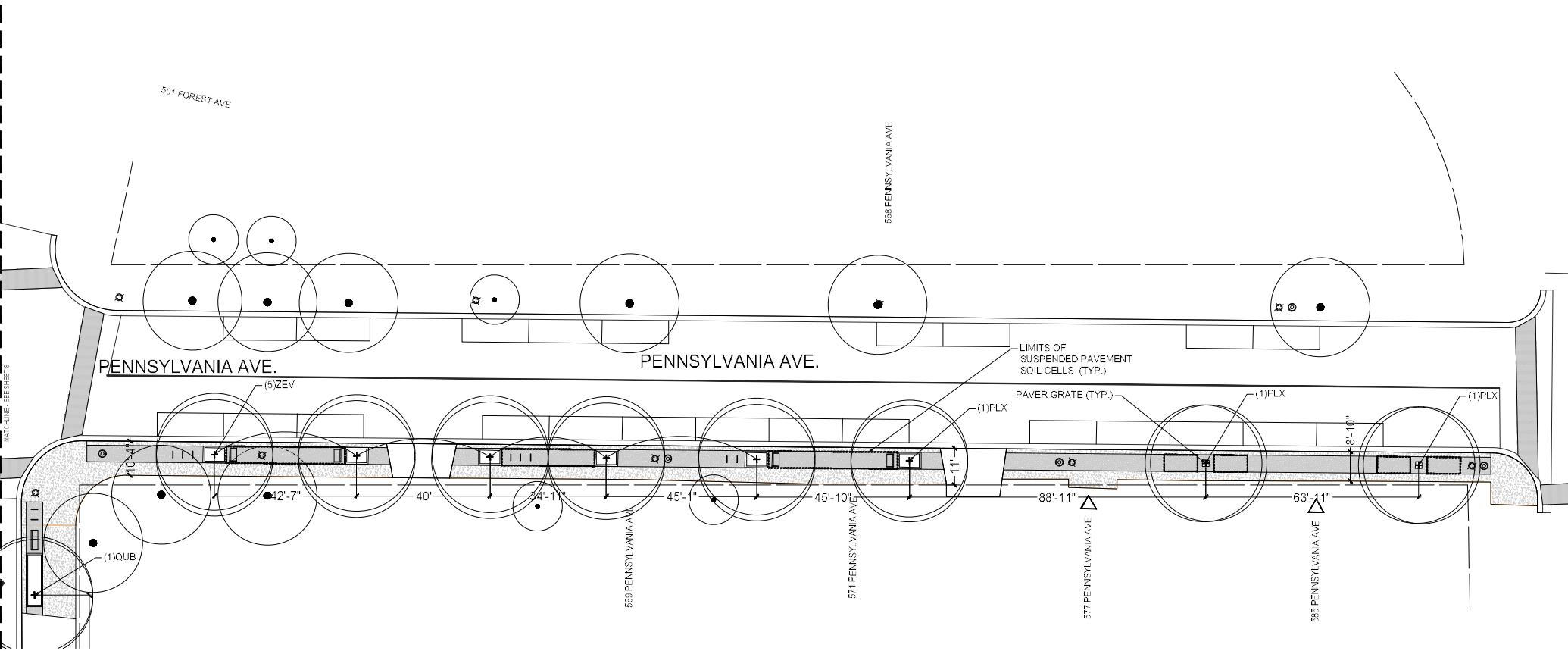
MAIN TO FOREST

GLEN ELLYN CBD STREETScape

DRAFT TREE PLANTING PLAN



Jan 29, 2021
Sheet 6 of 18



LEGEND

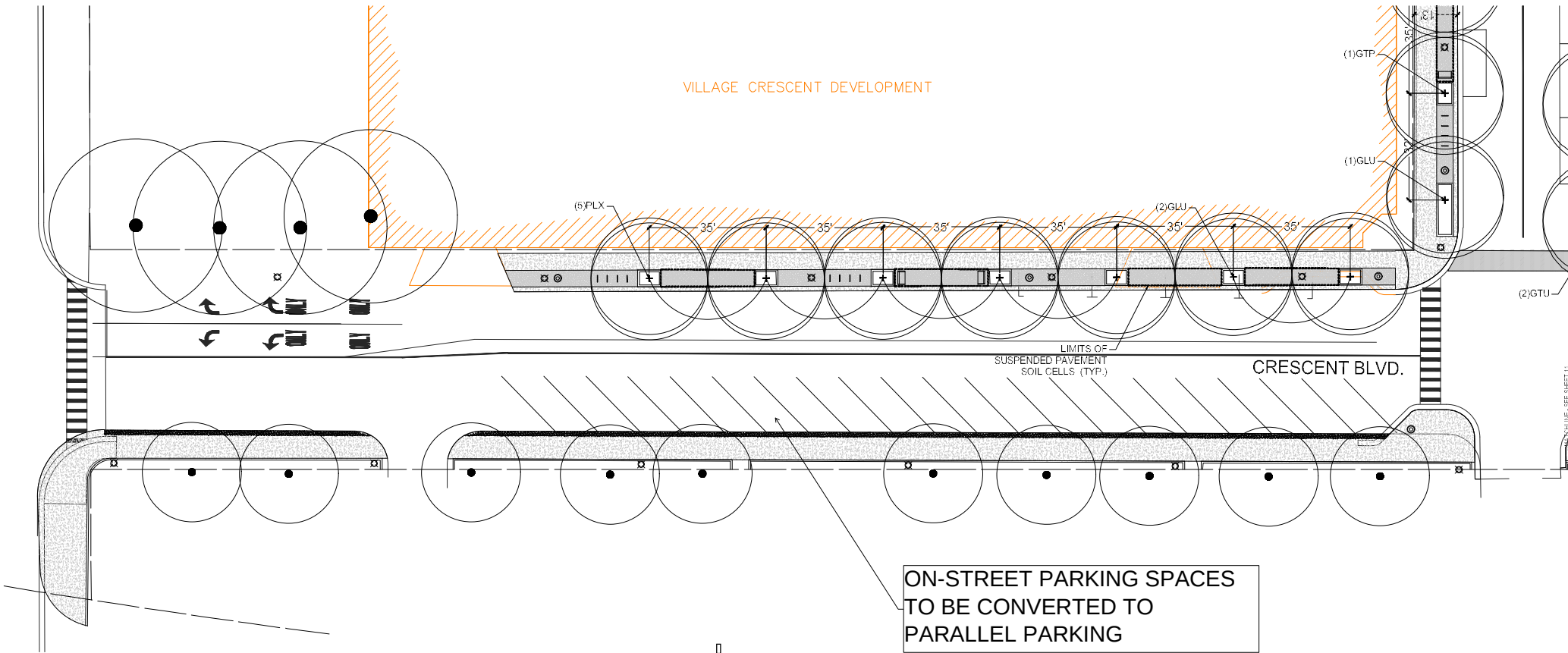
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	PROPOSED TREE		4' BENCH 6' BENCH
	CONCRETE SIDEWALK		BOLLARD
	DECORATIVE PAVING		TRASH RECEPTACLE
	LIMITS OF SUSPENDED PAVEMENT SOIL CELLS		FLOWER POTS
	BUILDING DETAIL/RESTAURANT ENTRANCE		
	STREET LIGHT *LOCATIONS TBD		

PENNSYLVANIA AVE FOREST TO PARK

GLEN ELLYN CBD STREETSCAPE DRAFT TREE PLANTING PLAN



Jan 29, 2021
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CRESCENT BOULEVARD

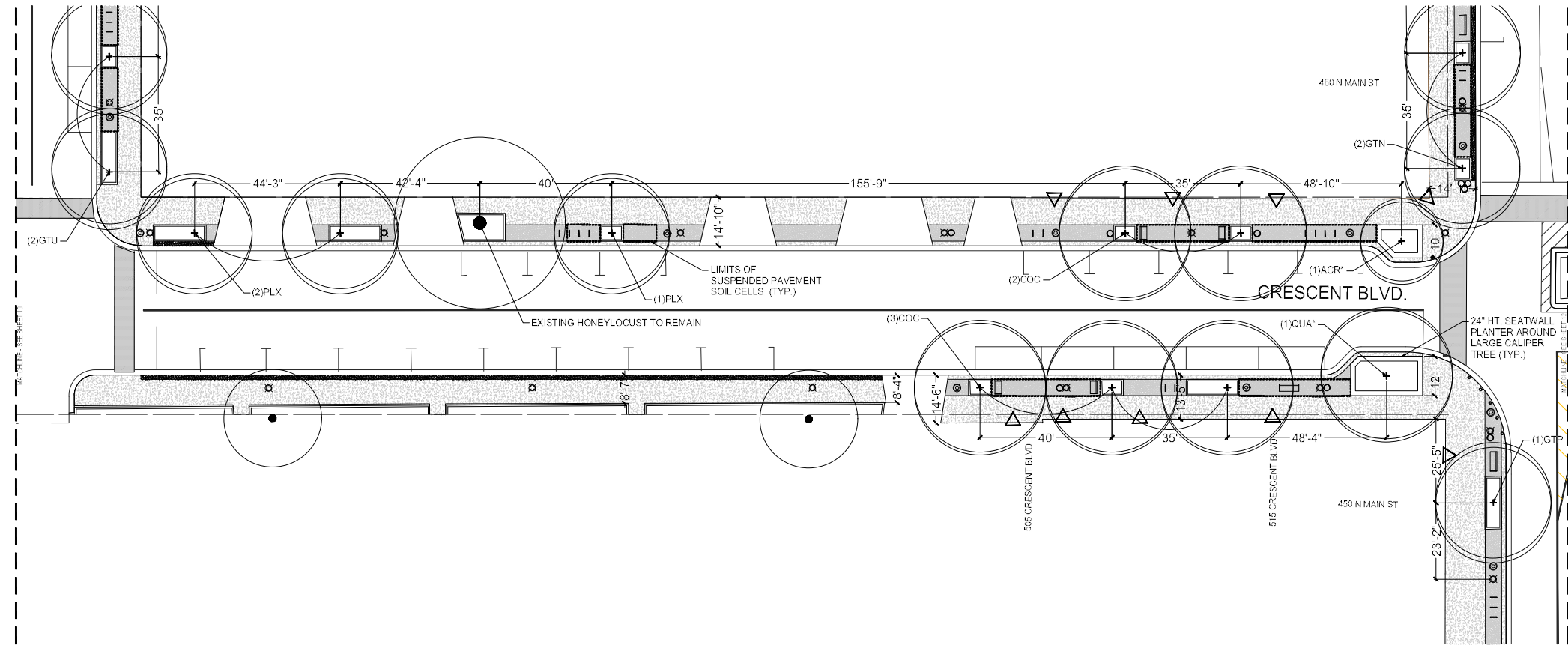
PROSPECT TO GLENWOOD

GLEN ELLYN CBD STREETSCAPE

DRAFT TREE PLANTING PLAN



Jan 29, 2021
Sheet 10 of 18



LEGEND

	EXISTING TREE TO REMAIN		BIKE RACKS
	PROPOSED TREE		4' BENCH
	CONCRETE SIDEWALK		8' BENCH
	DECORATIVE PAVING		BOLLARD
	LIMITS OF SUSPENDED PAVEMENT SOIL CELLS		TRASH RECEPTACLE
	BUILDING RETAIL/RESTAURANT ENTRANCE		FLOWER POTS
	STREET LIGHT *LOCATIONS TBD		

CRESCENT BOULEVARD

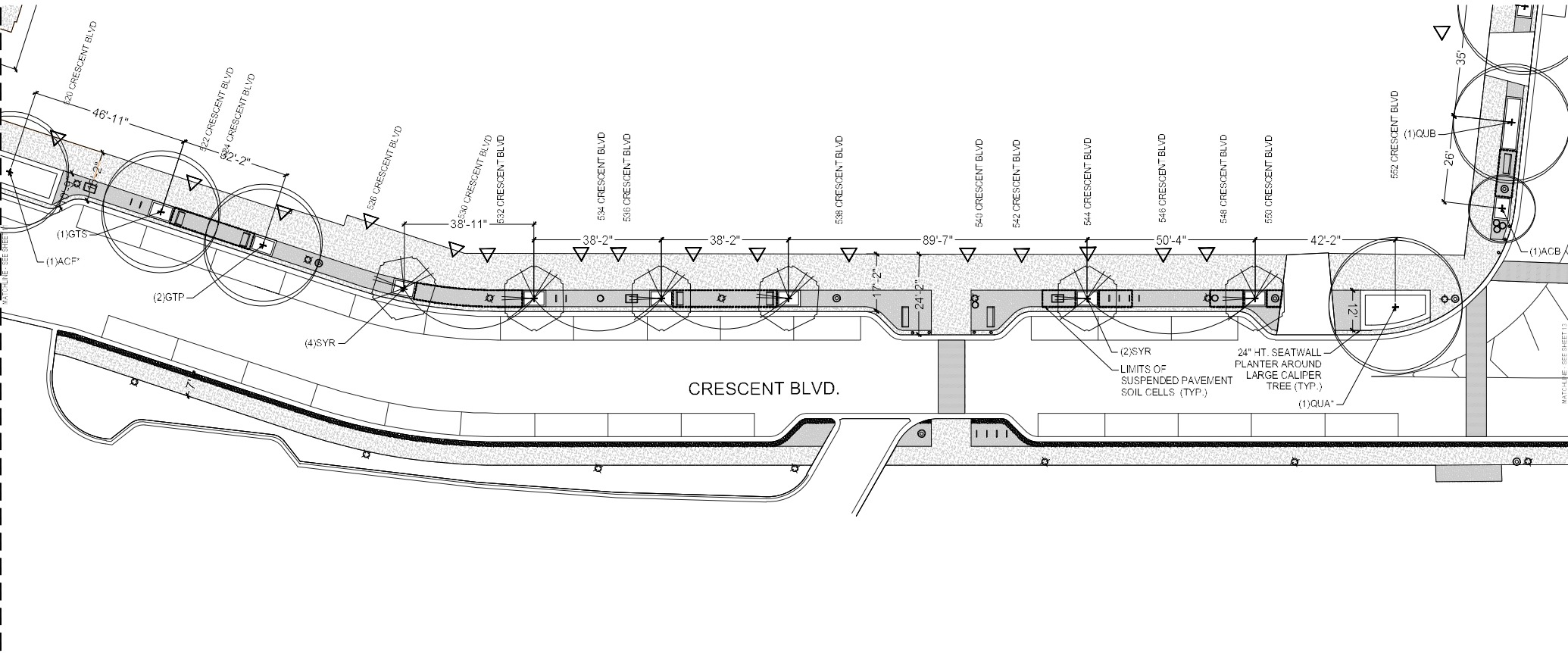
GLENWOOD TO MAIN

GLEN ELLYN CBD STREETSCAPE

DRAFT TREE PLANTING PLAN



Jan 29, 2021
Sheet 11 of 18



LEGEND

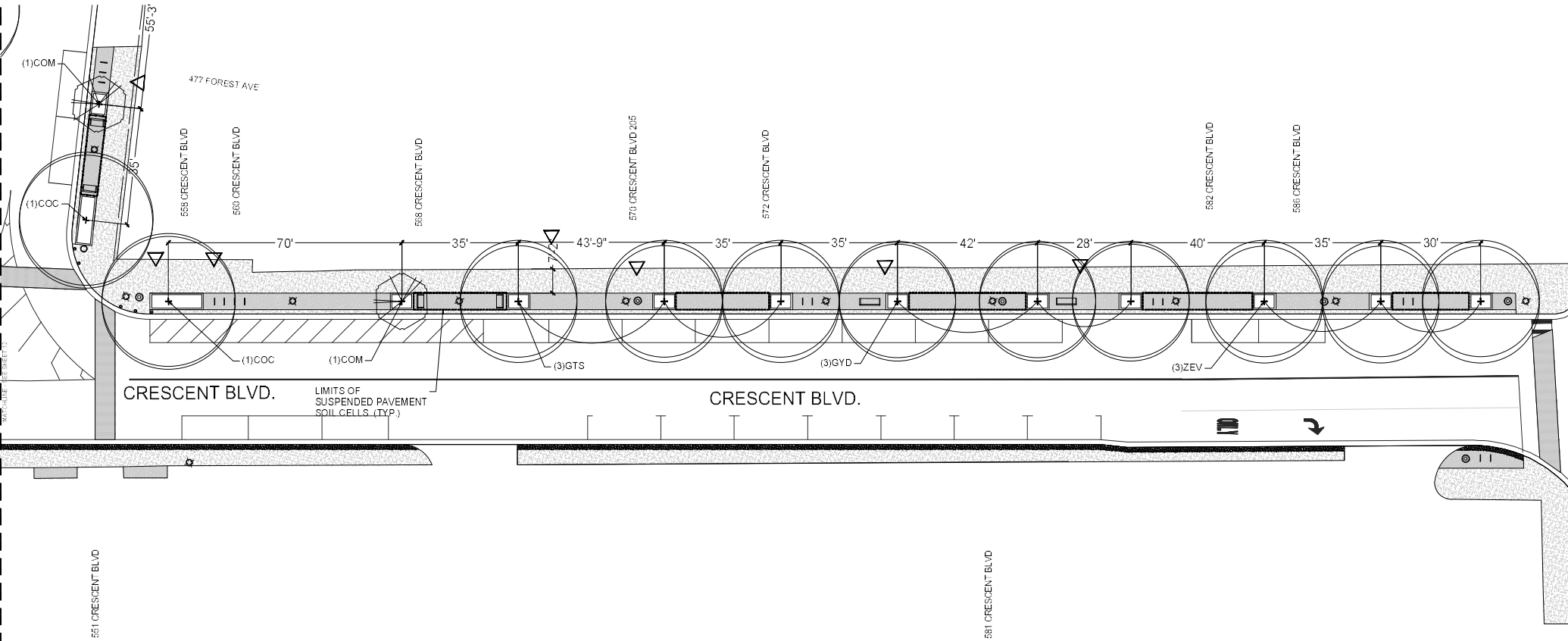
	EXISTING TREE TO REMAIN		BIKE RACKS
	PROPOSED TREE		4' BENCH
	CONCRETE SIDEWALK		8' BENCH
	DECORATIVE PAVING		BOLLARD
	LIMITS OF SUSPENDED PAVEMENT SOIL CELLS		TRASH RECEPTACLE
	BUILDING RETAIL/RESTAURANT ENTRANCE		FLOWER POTS
	STREET LIGHT *LOCATIONS TBD		

CRESCENT BOULEVARD MAIN TO FOREST

GLEN ELLYN CBD STREETSCAPE DRAFT TREE PLANTING PLAN



Jan 29, 2021
Sheet 12 of 18



LEGEND

	EXISTING TREE TO REMAIN		BIKE RACKS
	PROPOSED TREE		4' BENCH
	CONCRETE SIDEWALK		6' BENCH
	DECORATIVE PAVING		BOLLARD
	LIMITS OF SUSPENDED PAVEMENT SOIL CELLS		TRASH RECEPTACLE
	BUILDING RETAIL/RESTAURANT ENTRANCE		FLOWER POTS
	STREET LIGHT *LOCATIONS TBD		

CRESCENT BOULEVARD

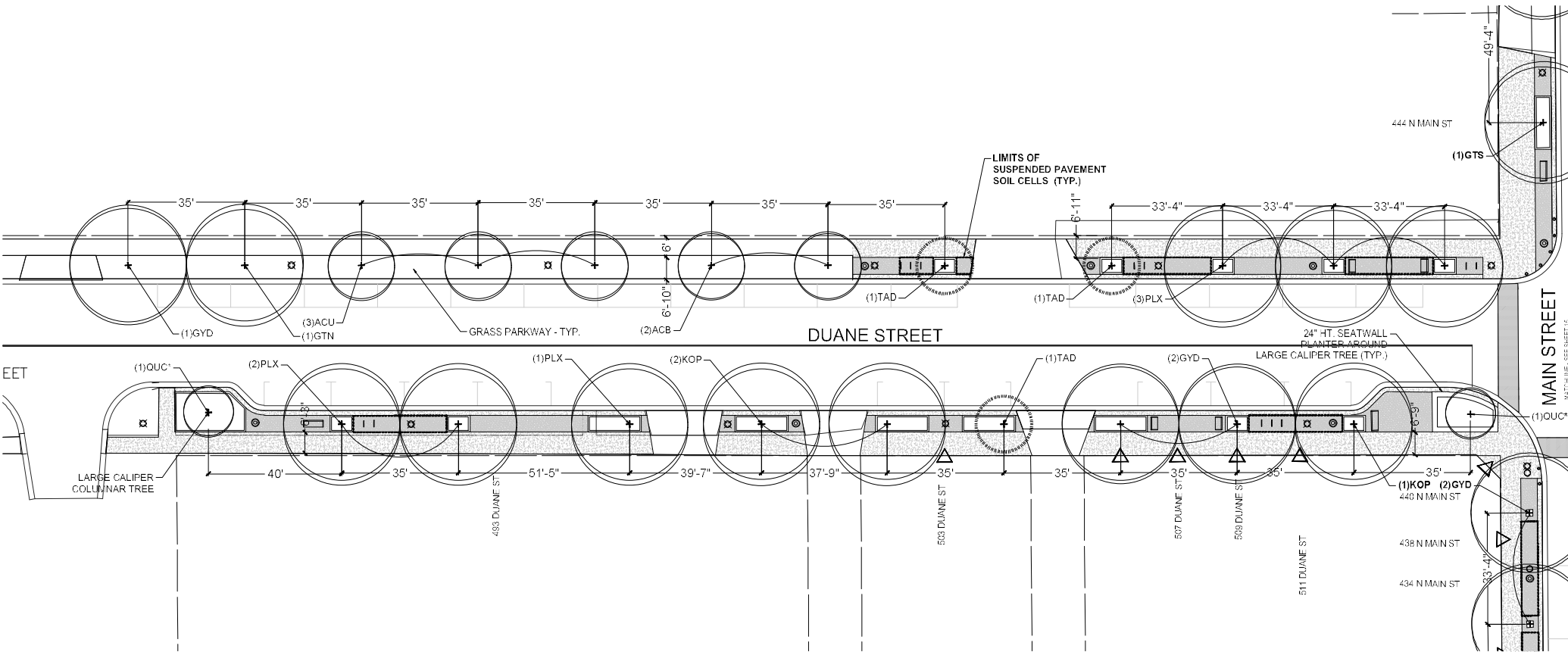
PROSPECT TO GLENWOOD

GLEN ELLYN CBD STREETScape

DRAFT TREE PLANTING PLAN



Jan 29, 2021
Sheet 13 of 18



LEGEND

	EXISTING TREE TO REMAIN		BIKE RACKS
	PROPOSED TREE		4' BENCH 6' BENCH
	CONCRETE SIDEWALK		BOLLARD
	DECORATIVE PAVING		TRASH RECEPTACLE
	LIMITS OF SUSPENDED PAVEMENT SOIL CELLS		FLOWER POTS
	BUILDING RETAIL/RESTAURANT ENTRANCE		
	STREET LIGHT *LOCATIONS TBD		

DUANE STREET

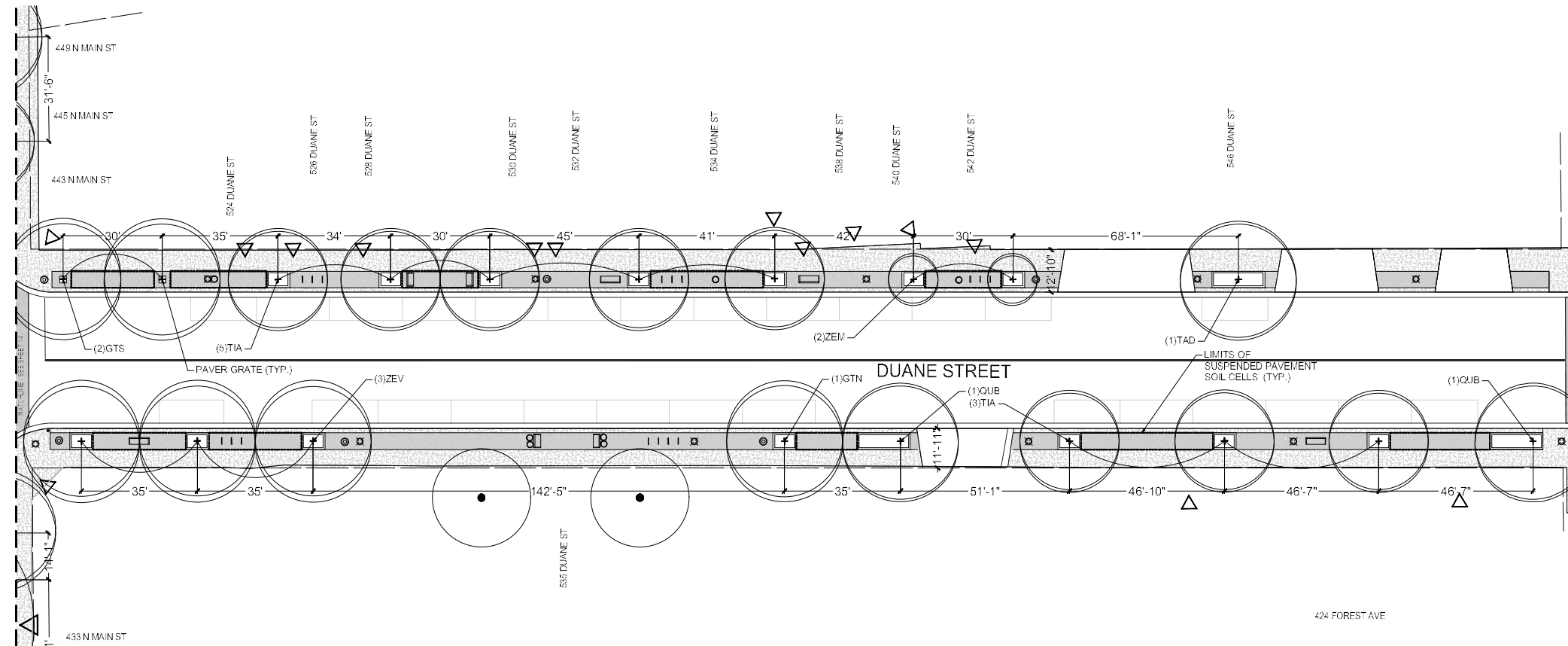
GLENWOOD TO MAIN

GLEN ELLYN CBD STREETSCAPE

DRAFT TREE PLANTING PLAN



Jan 29, 2021
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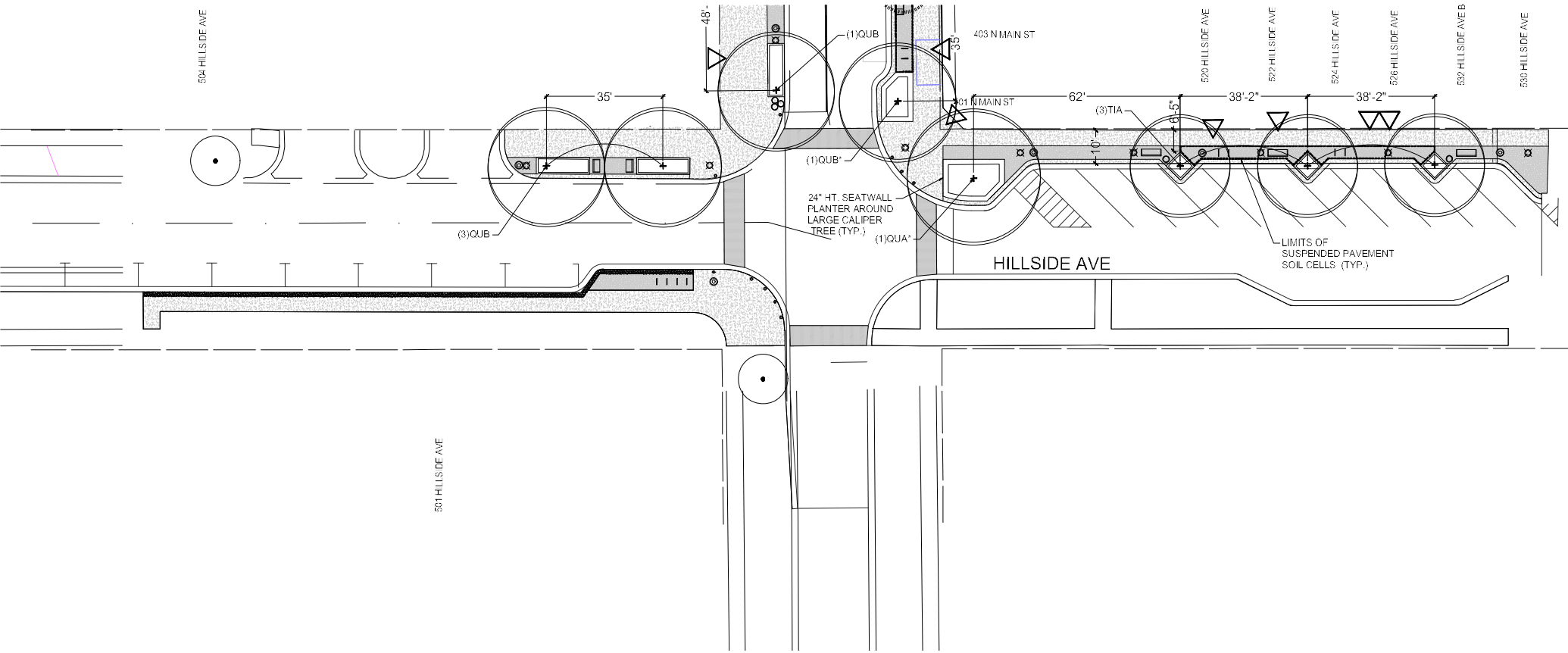


DUANE STREET

MAIN TO FOREST

LEGEND			
	EXISTING TREE TO REMAIN		BIKE RACKS
	PROPOSED TREE		6' BENCH
	CONCRETE SIDEWALK		9' BENCH
	DECORATIVE PAVING		BOLLARD
	LIMITS OF SUSPENDED PAVEMENT SOIL CELLS		TRASH RECEPTACLE
	BUILDING RETAIL/RESTAURANT ENTRANCE		FLOWER POTS
	STREET LIGHT "LOCATIONS TBD"		





LEGEND

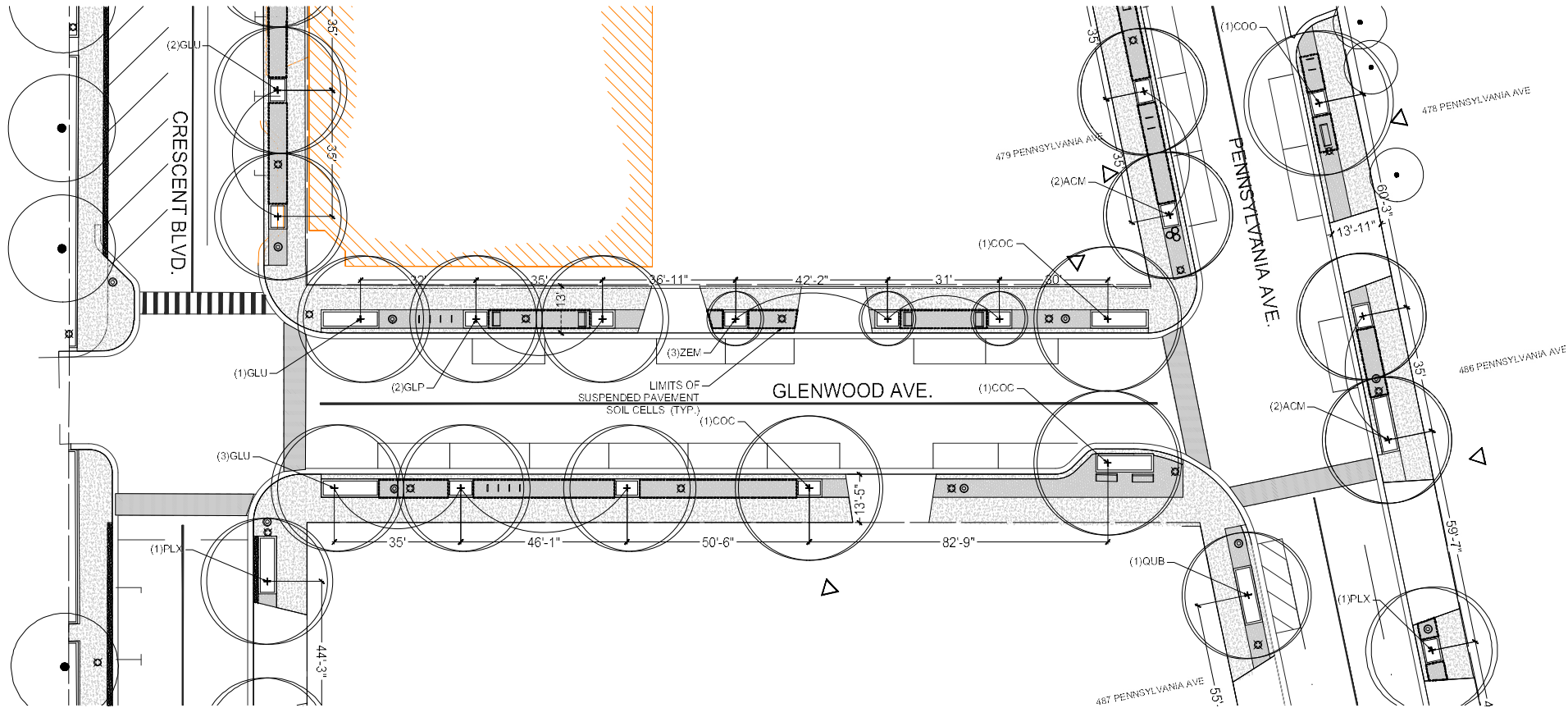
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	PROPOSED TREE		4' BENCH
	CONCRETE SIDEWALK		6' BENCH
	DECORATIVE PAVING		BOLLARD
	LIMITS OF SUSPENDED PAVEMENT SOIL CELLS		TRASH RECEPTACLE
	BUILDING RETAIL/RESTAURANT ENTRANCE		FLOWER POTS
	STREET LIGHT *LOCATIONS TIED		

HILLSIDE AVENUE AT MAIN

GLEN ELLYN CBD STREETSCAPE DRAFT TREE PLANTING PLAN



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LEGEND

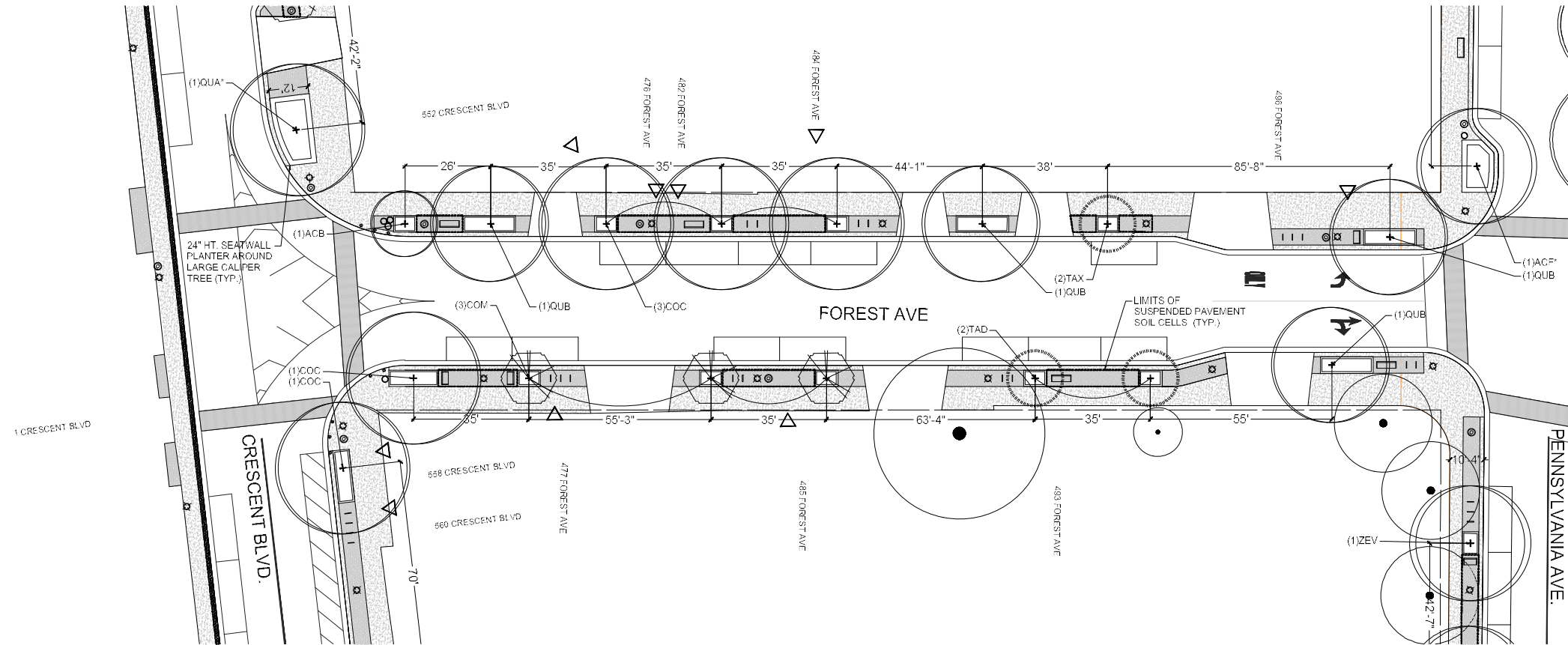
	EXISTING TREE TO REMAIN		BIKE RACKS
	PROPOSED TREE		4' BENCH
	CONCRETE SIDEWALK		6' BENCH
	DECORATIVE PAVING		BOLLARD
	LIMITS OF SUSPENDED PAVEMENT SOIL CELLS		TRASH RECEPTACLE
	BUILDING RETAIL/RESTAURANT ENTRANCE		FLOWER POTS
	STREET LIGHT *LOCATIONS TBD		

GLENWOOD AVE CRESCENT TO PENNSYLVANIA

GLEN ELLYN CBD STREETScape DRAFT TREE PLANTING PLAN



Jan 29, 2021
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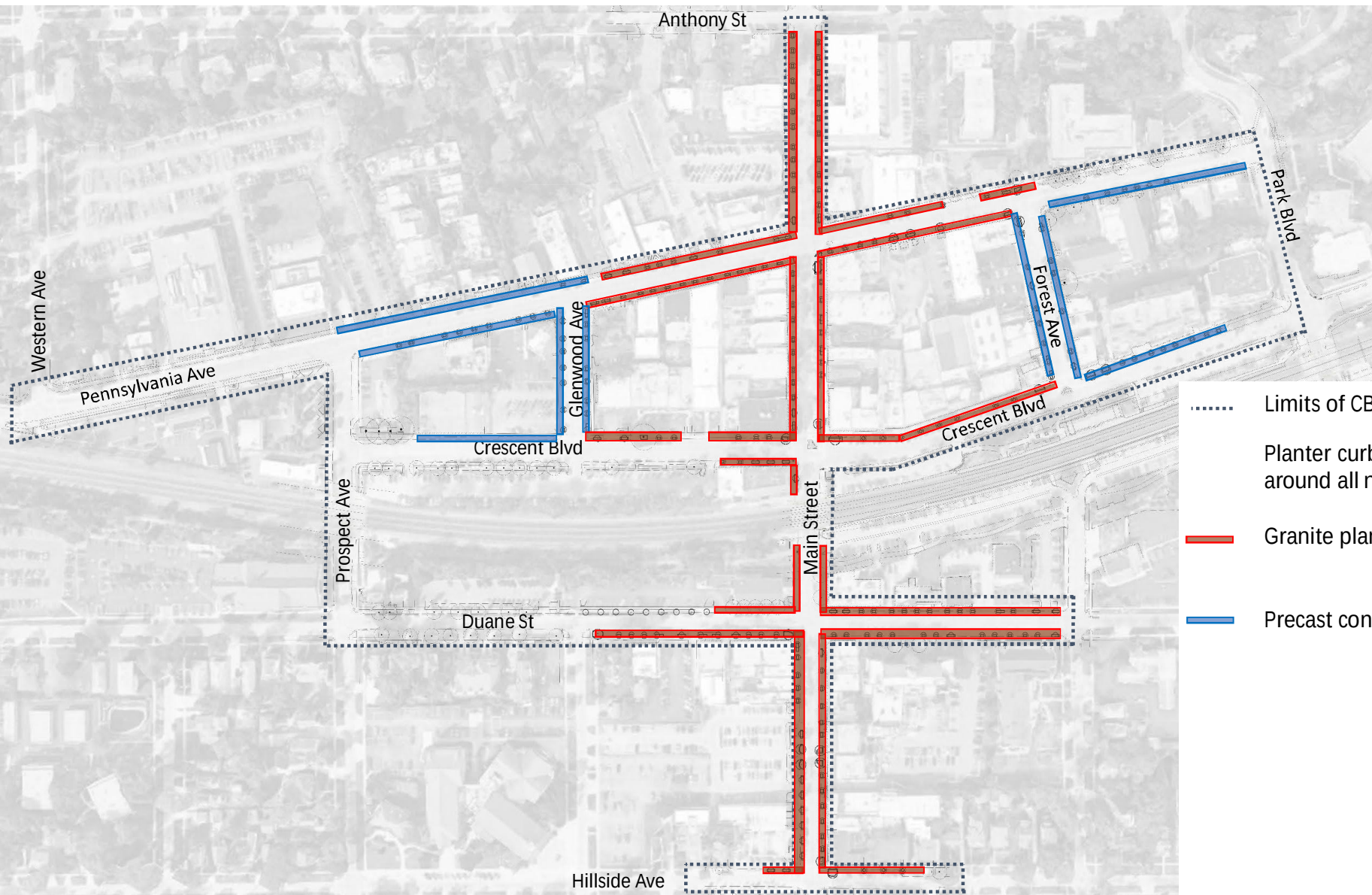
FOREST AVENUE

CRESCENT TO PENNSYLVANIA

LEGEND			
	EXISTING TREE TO REMAIN		BIKE RACKS
	PROPOSED TREE		4' BENCH
	CONCRETE SIDEWALK		5' BENCH
	DECORATIVE PAVING		BOLLARD
	LIMITS OF SUSPENDED PAVEMENT SOIL CELLS		TRASH RECEPTACLE
	BUILDING RETAIL/RESTAURANT ENTRANCE		FLOWER POTS
	STREET LIGHT "LOCATIONS" TO BE DETERMINED		



EXHIBIT C



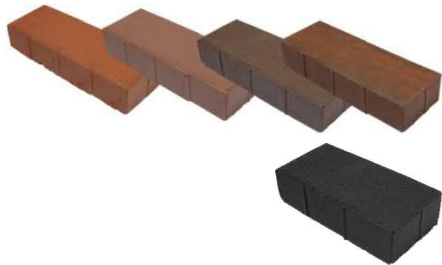
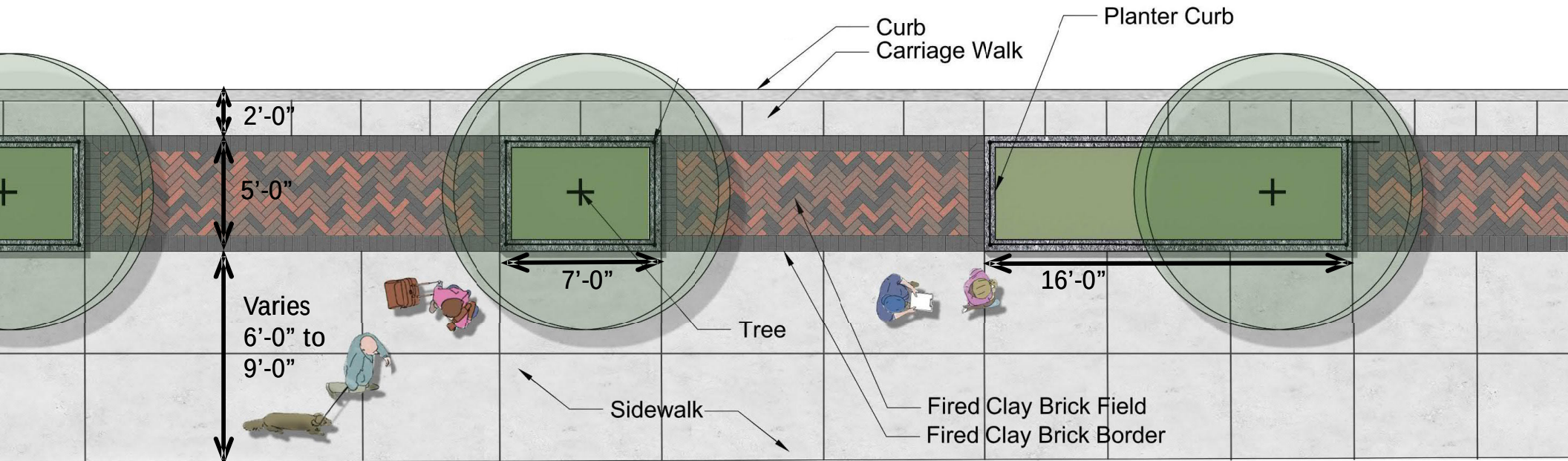
Legend

- Limits of CBD Improvements
- Planter curbs will be installed around all new trees.
- Granite planter curbs
- Precast concrete planter curbs

Planter Seat Walls



Selected Streetscape Layout | Plan View



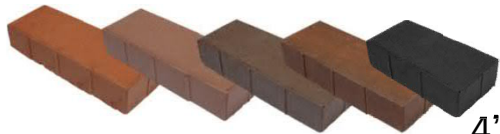
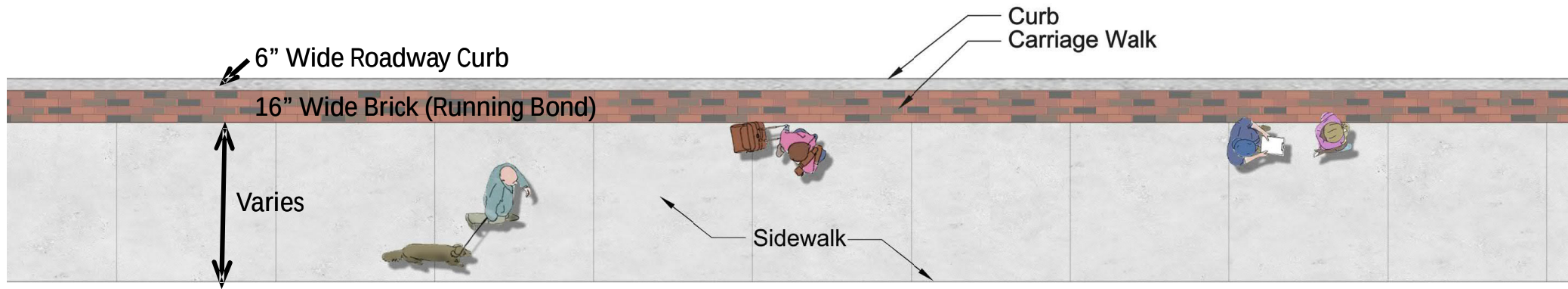
4"x12" Herringbone Field: Blend of 32 Antique, 33 Dark Antique, 34 Mulberry, 36 Sunset Red and 63 Charcoal

4"x8" Soldier Course Border:
63 Charcoal



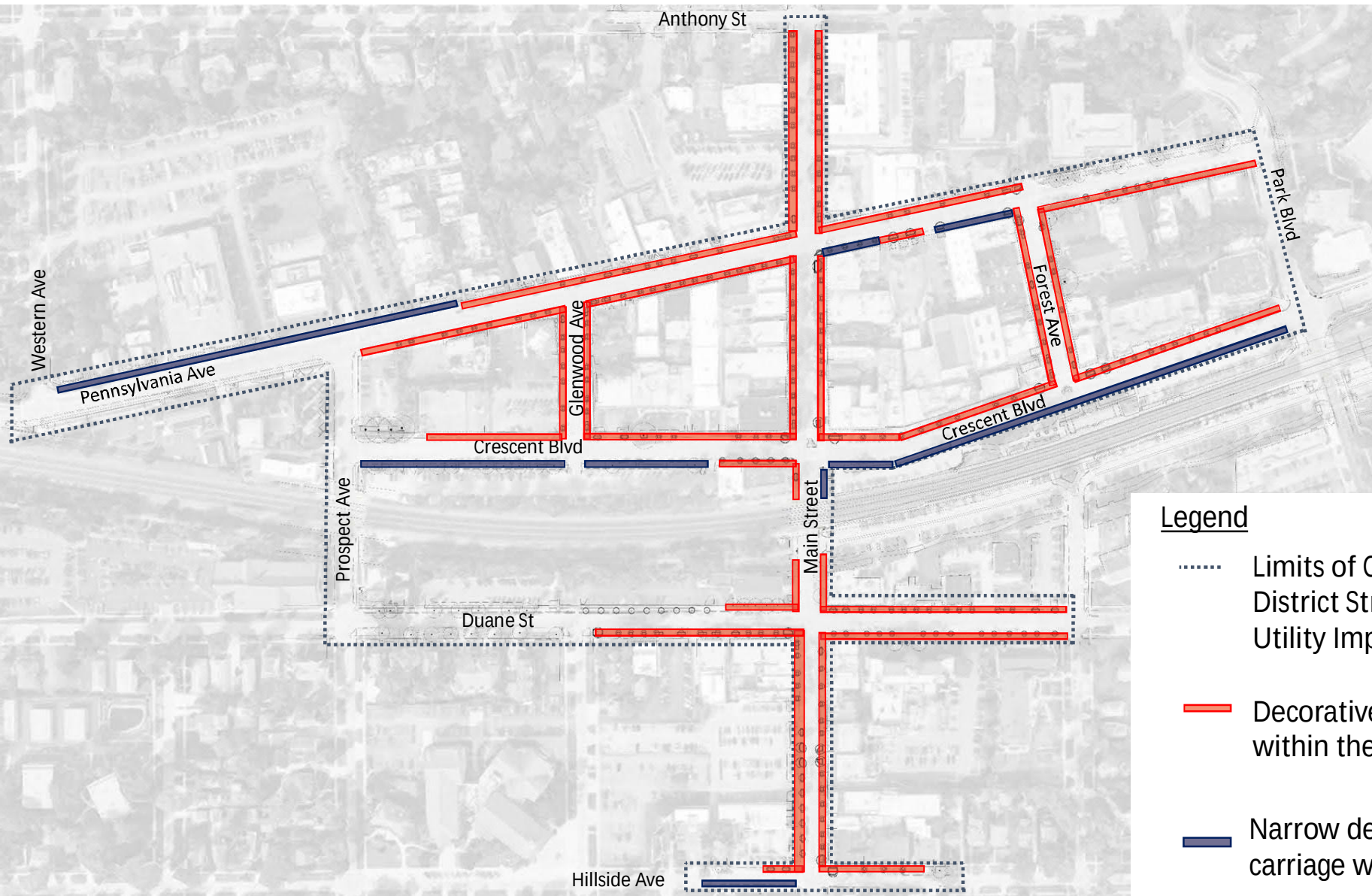
6" w. x 6" ht. Planter Curbs:
Mesabi Black Diamond 10 finish granite

Expanded Pavers into Carriage Walk | Narrow Band 1



4"x12" Running Bond: Blend of 32 Antique, 33 Dark Antique, 34 Mulberry, 36 Sunset Red and 63 Charcoal

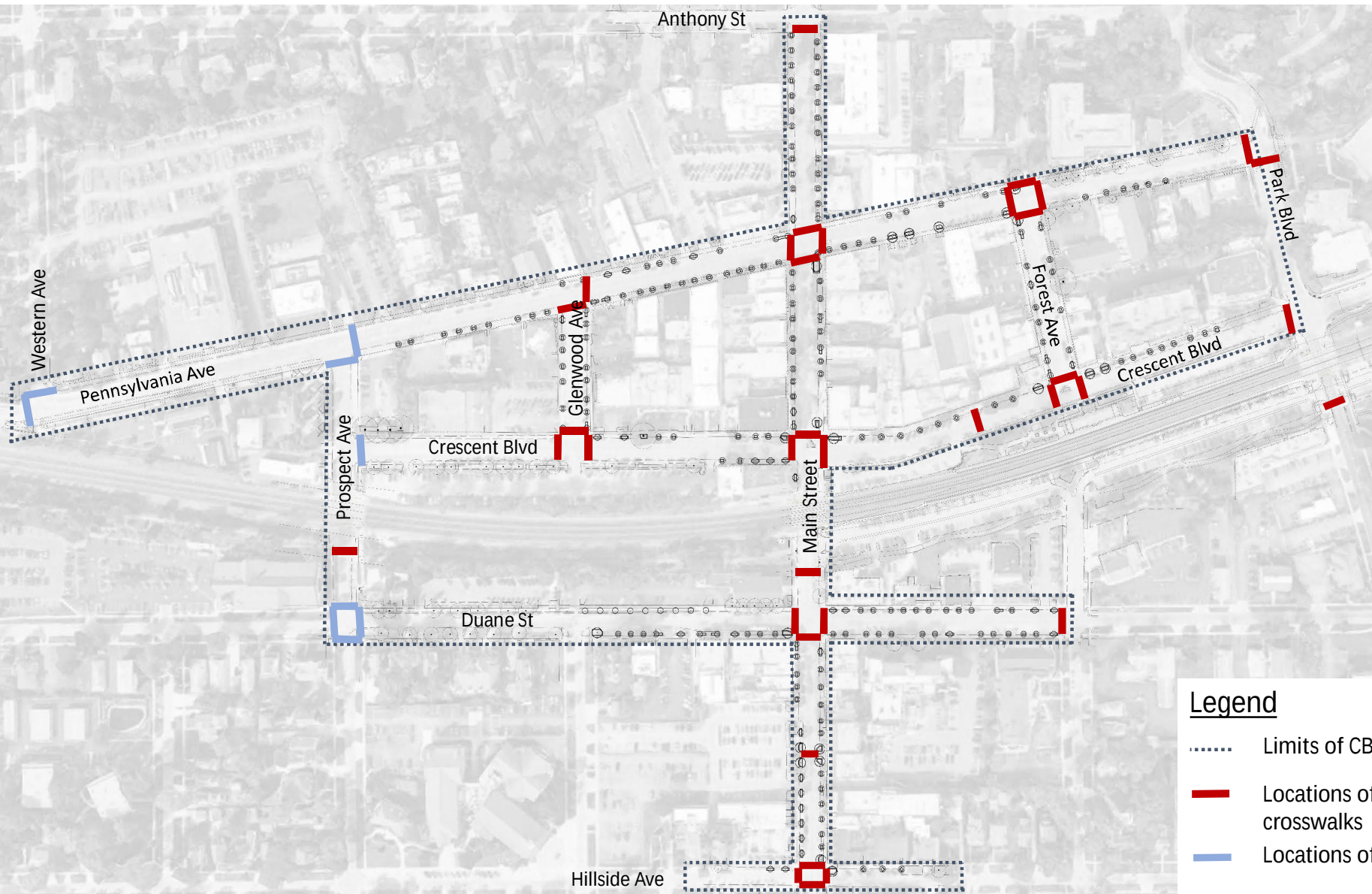
EXHIBIT F



Legend

- Limits of Central Business District Streetscape and Utility Improvements
- Decorative pavement within the furniture zone
- Narrow decorative carriage walk

EXHIBIT G



Legend

- Limits of CBD Improvements
- Locations of decorative crosswalks
- Locations of concrete crosswalks

Historic Plaques | Option 2 (16" x 16")

16"x16" Granite Plaque:
Granite color and finish to match planter curb material (Mesabi Black, Diamond 10 finish)

Plaques to be centered in decorative pavement field



Phased Construction Timeline



CBD Streetscape and Utility Improvements Project

Total Project Cost Summary

Item	Status	Capital	Water	Sewer	Totals
Underground Utility Study	Complete	\$ 169,019	\$ 75,500	\$ 380,980	\$ 625,499
Phase II Engineering - Phase I	Complete	\$ 229,371	\$ 67,906	\$ 67,906	\$ 365,183
Phase II Engineering - Phase II	In Progress	\$ 789,302	\$ 173,978	\$ 173,978	\$ 1,137,257
Construction - Phase 1	Future Construction - 2022	\$ 5,179,000	\$ 336,000	\$ 547,000	\$ 6,062,000
Construction - Phase 2	Future Construction - 2023	\$ 8,420,000	\$ 1,376,000	\$ 1,134,000	\$ 10,930,000
Construction - Phase 3	Future Construction - 2024	\$ 3,540,000	\$ 238,000	\$ 301,000	\$ 4,079,000
Construction - Phase 4	Future Construction - 2025-2027	\$ 4,313,000	\$ 564,000	\$ 612,000	\$ 5,489,000
Totals		\$ 22,639,691	\$ 2,831,384	\$ 3,216,864	\$ 28,687,939

Notes:

1. Significant Contingency Included: ~\$2.1M (Breakdown :\$1.7M Capital, \$200K Water, \$200K Sewer)
2. 3% Escalation Factored Into Cost Estimates For Construction
3. Construction Engineering Estimated To Be 11% (Construction Plus Contingency)
4. Phase 4 Would Be Included In Metra Station Project

How does the Village Pay for Project Costs?

	Project Costs			How We Pay for Project Costs			
Projects	Total Estimated Cost	Phase 4 part of Train Station Project	Total Estimated Cost	Grant Funding	Village Funding - Water & Sewer Fund	Village Funding - Capital Projects Fund	Bonds Needed
CBD Streetscape	\$ 28,688,000	\$ (4,313,000)	\$ 24,375,000	\$ -	\$ 6,049,000	\$ 11,188,000	\$ 7,138,000
Train Station	\$ 21,187,000	\$ 4,313,000	\$ 25,500,000	\$ 20,400,000	\$ -	\$ 1,500,000	\$ 3,600,000
Civic Center	\$ 2,750,000	\$ -	\$ 2,750,000	\$ -	\$ -	\$ 1,250,000	\$ 1,500,000
Parking Garage	\$ 17,700,000	\$ -	\$ 17,700,000	\$ -	\$ -	\$ 1,800,000	\$ 15,900,000
Total	\$ 70,325,000	\$ -	\$ 70,825,000	\$ 20,400,000	\$ 6,049,000	\$ 15,738,000	\$ 28,138,000

Notes:

1. Estimated costs include current scope as of March 2021. Final costs will be known once the CBD Streetscape and Train Station projects are bid.
2. Phase 4 of the CBD Streetscape project will be completed as part of the train station project. Therefore, that cost has been allocated to the train station.
3. The Water & Sewer portion of the CBD Streetscape project will be paid by the Water & Sewer Fund.
4. Grant funding represents amounts that the Village is reasonably confident to receive. The Village will continue to review available grant opportunities.
5. Village funding represents either annual revenues towards project costs or funds above the Village's required reserve policies that are available to be allocated to the project.
6. As shown in the analysis, the Village has already received \$19.9 million in bond proceeds. The current analysis depicts an additional \$8.25 million needed, likely in 2022 or 2023. The actual cost of the CBD Streetscape project and Train Station project once bid will determine the final amount of the last bond issue. Also, the availability of additional grant funds or CBD TIF funds could reduce the amount borrowed.
7. All amounts depicted in this schedule are based upon known facts as of March 2021. Changes in project scope and market conditions will effect this analysis.

Bonds Issued 2018	\$	10,034,190
Bonds Issued 2020	\$	9,852,345
Remaining Bond Funding Needed	\$	8,251,465
Total	\$	28,138,000

How Does the Village Pay Back the Debt Service on the Bonds?

Debt Service Payments	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042
Bonds Issued 2018 - \$9.9 million - Debt Service Known	\$ 682,219	\$ 680,519	\$ 678,519	\$ 681,219	\$ 683,469	\$ 680,469	\$ 681,769	\$ 682,819	\$ 683,419	\$ 678,569	\$ 683,419	\$ 682,669	\$ 680,119	\$ 682,081	\$ 682,675	\$ 681,850	\$ 680,325	\$ 683,100	\$ -	\$ -	\$ -	\$ -
Bonds Issued 2020 - \$9.475 million - Debt Service Known	\$ 608,123	\$ 608,823	\$ 606,673	\$ 609,223	\$ 611,323	\$ 607,973	\$ 609,323	\$ 610,223	\$ 610,673	\$ 610,673	\$ 606,660	\$ 607,560	\$ 609,875	\$ 606,775	\$ 608,600	\$ 608,888	\$ 609,000	\$ 607,500	\$ 610,800	\$ 580,000	\$ 580,000	\$ 580,000
Debt Service - Later Date - \$8.3 million - Estimated	\$ -	\$ -	\$ 580,000	\$ 580,000	\$ 580,000	\$ 580,000	\$ 580,000	\$ 580,000	\$ 580,000	\$ 580,000	\$ 580,000	\$ 580,000	\$ 580,000	\$ 580,000	\$ 580,000	\$ 580,000	\$ 580,000	\$ 580,000	\$ 580,000	\$ 580,000	\$ 580,000	\$ 580,000
Total Annual Debt Service - 20 years of bond payments	\$ 1,290,342	\$ 1,289,342	\$ 1,865,192	\$ 1,870,442	\$ 1,874,792	\$ 1,868,442	\$ 1,871,092	\$ 1,873,042	\$ 1,874,092	\$ 1,869,242	\$ 1,870,079	\$ 1,870,229	\$ 1,869,994	\$ 1,868,856	\$ 1,871,275	\$ 1,870,738	\$ 1,869,325	\$ 1,870,600	\$ 1,190,800	\$ 580,000	\$ 580,000	\$ 580,000
Forecasted Revenues																						
Food and Beverage Tax - 1.5%	\$ 1,300,000	\$ 1,300,000	\$ 1,313,000	\$ 1,326,130	\$ 1,339,391	\$ 1,352,785	\$ 1,366,313	\$ 1,379,976	\$ 1,393,776	\$ 1,407,714	\$ 1,421,791	\$ 1,436,009	\$ 1,450,369	\$ 1,464,873	\$ 1,479,521	\$ 1,494,316	\$ 1,509,260	\$ 1,524,352	\$ 1,539,596	\$ 263,744	\$ -	\$ -
CBD TIF Contribution	\$ -	\$ -	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Parking Fund Contribution	\$ -	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000
Annual Village Capital Projects Funding	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000
Total Funding Sources	\$ 1,450,000	\$ 1,525,000	\$ 1,788,000	\$ 1,801,130	\$ 1,814,391	\$ 1,827,785	\$ 1,841,313	\$ 1,854,976	\$ 1,868,776	\$ 1,882,714	\$ 1,896,791	\$ 1,911,009	\$ 1,925,369	\$ 1,939,873	\$ 1,954,521	\$ 1,969,316	\$ 1,734,260	\$ 1,749,352	\$ 1,764,596	\$ 488,744	\$ 225,000	\$ 225,000
Annual Debt Service Overage/(Shortfall)	\$ 159,658	\$ 235,658	\$ (77,192)	\$ (69,312)	\$ (60,401)	\$ (40,657)	\$ (29,779)	\$ (18,066)	\$ (5,316)	\$ 13,472	\$ 26,712	\$ 40,780	\$ 55,375	\$ 71,017	\$ 83,246	\$ 98,578	\$ (135,065)	\$ (121,248)	\$ 573,796	\$ (91,256)	\$ (355,000)	\$ (355,000)
Cumulative Overage/(Shortfall)	\$ 159,658	\$ 395,316	\$ 318,124	\$ 248,812	\$ 188,411	\$ 147,755	\$ 117,976	\$ 99,910	\$ 94,594	\$ 108,065	\$ 134,777	\$ 175,557	\$ 230,932	\$ 301,948	\$ 385,195	\$ 483,773	\$ 348,708	\$ 227,460	\$ 801,256	\$ 710,000	\$ 355,000	\$ (0)

Notes:

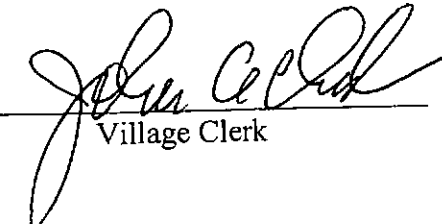
1. The 2018 and 2020 bonds have been issued and annual debt service payments are known. The debt service on the third issue is estimated. All bonds are assumed to be 20 year General Obligation Bonds.
2. The Food and Beverage tax implemented in March 2019 is, by ordinance, to be sunset when the bonds are paid off. This schedule estimates it will be sunset in 2040. However, the tax could be extended further as needed to retire these three bond issues. The estimated annual revenue is based upon 2020 results with a 1% price escalation factor.
3. The CBD TIF has a set term and the last payment will be received in 2026. Depending on the growth of the TIF and the other projects completed with TIF Funds, the TIF could provide additional contributions towards debt service. Projections from the Village's TIF Consultant show over \$1 million available annually from 2025 to 2036 to be used towards TIF projects or debt service.
4. The Parking Fund contributes towards debt service as one of the major projects is the CBD Parking Garage. The contribution from the Parking Fund is realized through permit and daily parking revenue.
5. Annual Village Capital Projects Funding earmarks the use of annually available revenue in the Capital Projects Fund.
6. The Cumulative Overage/Shortfall illustrates that based upon the known and estimated factors as of March 2021, the Village will be able to cover the debt service over the life of the bonds.

CERTIFICATION

I, John Chereskin, duly elected Village Clerk of the Village of Glen Ellyn, Illinois, do hereby certify that the attached is a true and correct copy of Ordinance No. 6861, passed by the Board of Trustees of the Village of Glen Ellyn, Illinois, at the Regular Meeting of said Board held on the 22 day of MAR 2021, and that the same was signed and approved by the President of said Village on the 22 day of MAR 2021.

I do further certify that the original, of which the attached is a true and correct copy, is entrusted to me as Village Clerk of said Village for safekeeping and that I am the lawful custodian and keeper of the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the corporate seal of the Village of Glen Ellyn, Illinois, this 22 day of MAR, 2021.


Village Clerk

CORPORATE SEAL

2023 Construction Staging | Overall Staging



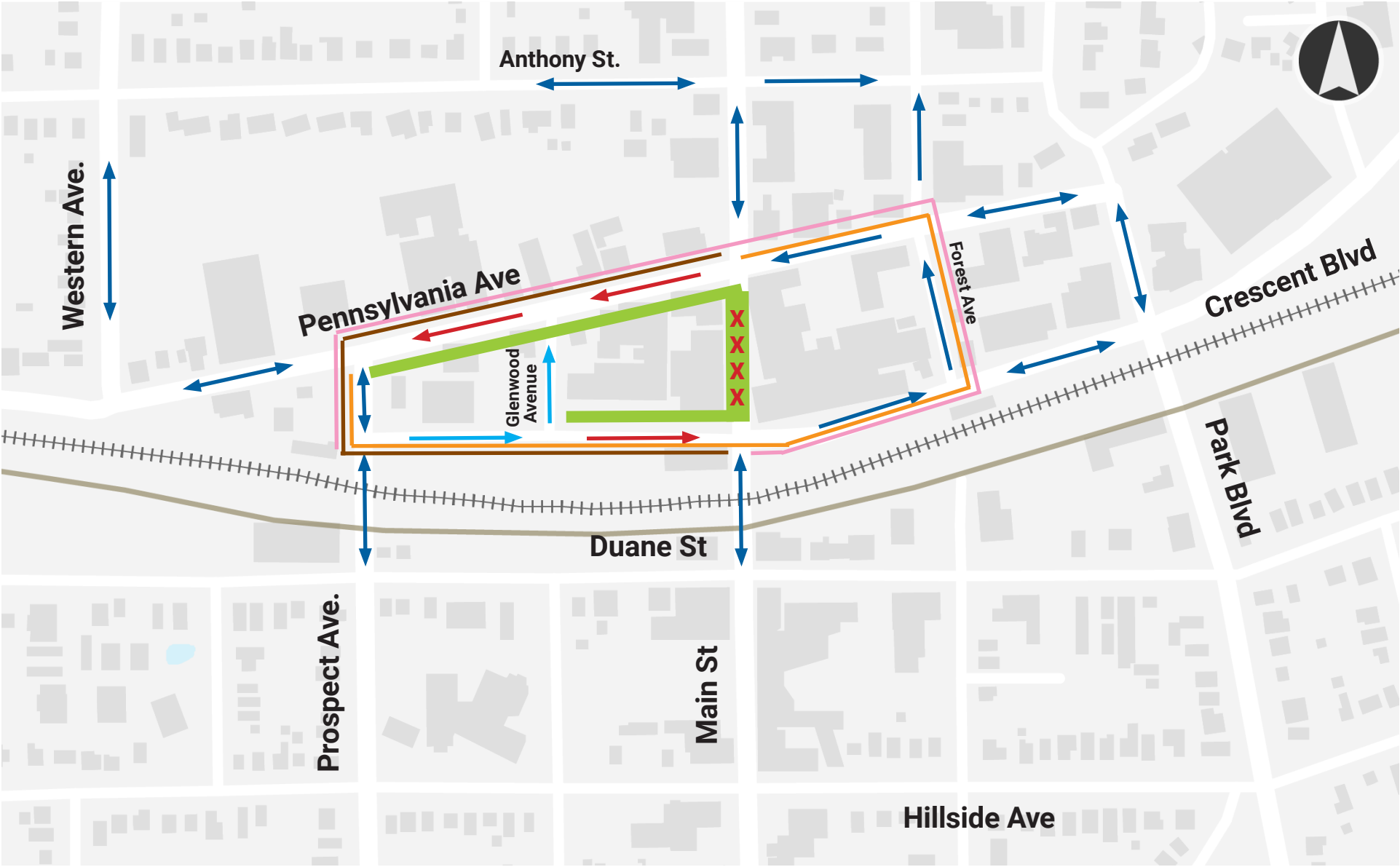
Legend

- Stage 1
- Stage 2
- Stage 3
- Normal Travel Direction
- One Way Travel (Glenwood Station)
- One Way Travel (Streetscape)
- Road Closed to Vehicle Traffic

Detour Routes

- Main St SB
- Main St NB
- Pennsylvania Ave EB
- Crescent Blvd WB

2023 Construction Staging | Stage 1



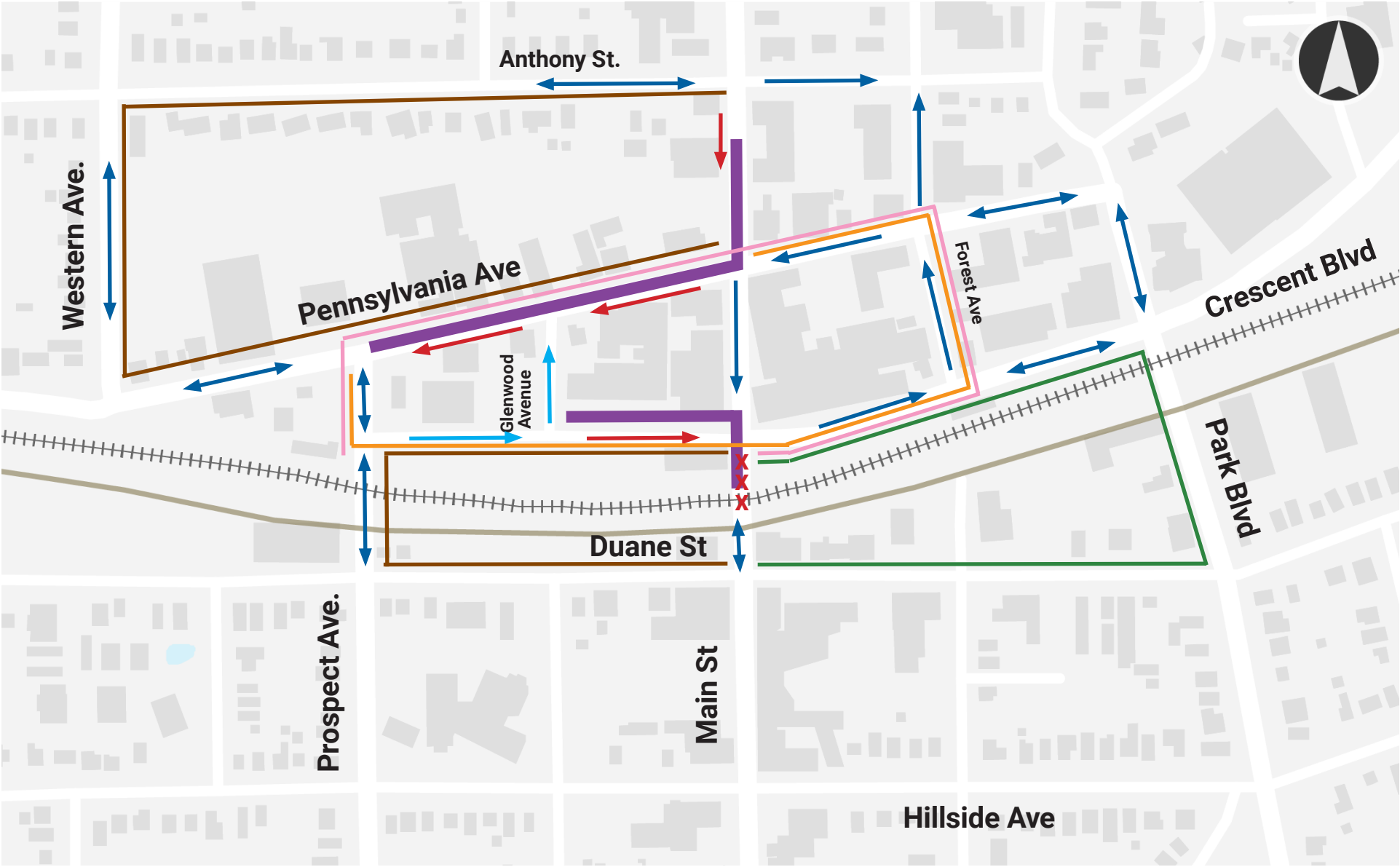
Legend

- Stage 1
- Stage 2
- Stage 3
- Normal Travel Direction
- One Way Travel (Glenwood Station)
- One Way Travel (Streetscape)
- Road Closed to Vehicle Traffic

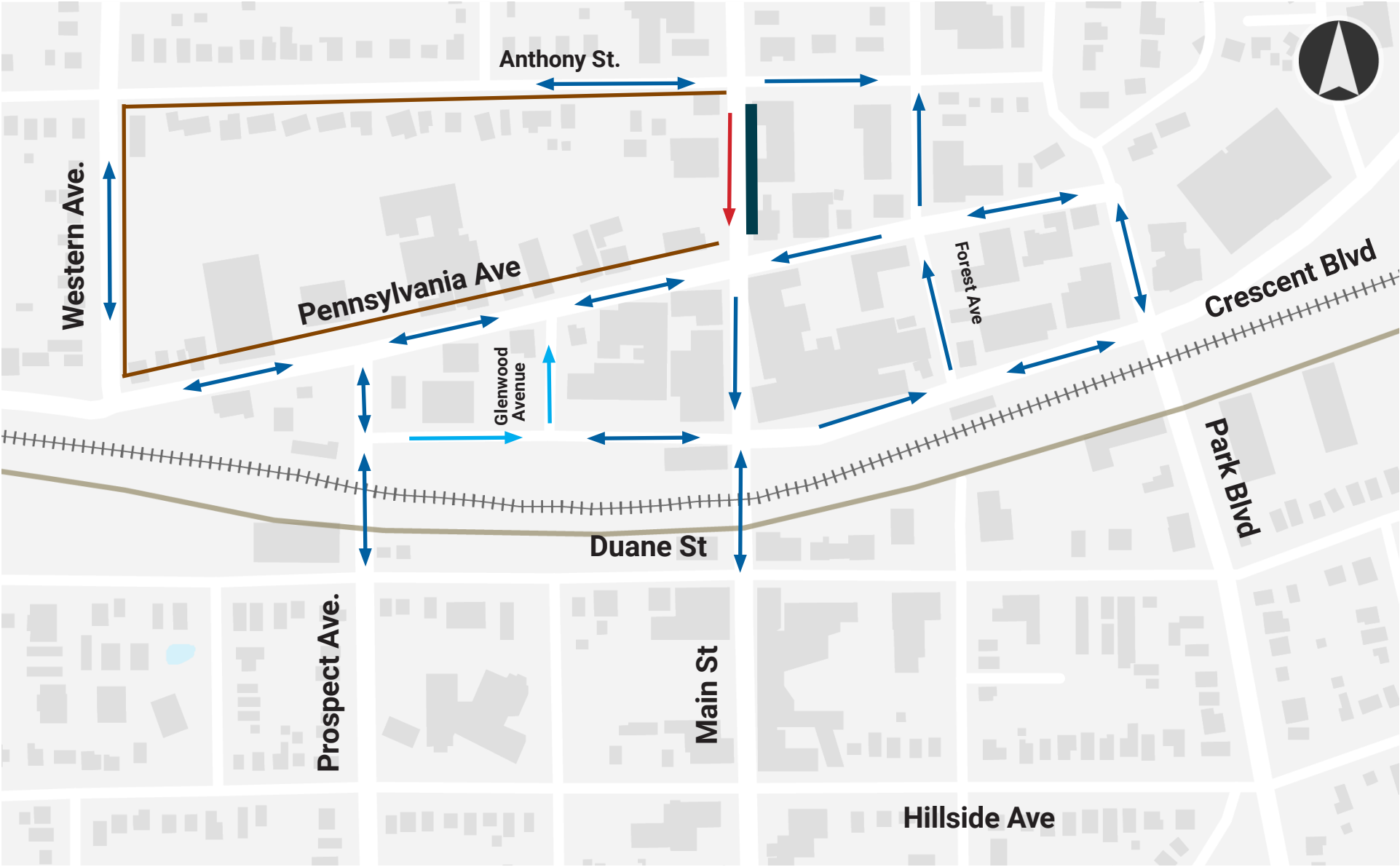
Detour Routes

- Main St SB
- Main St NB
- Pennsylvania Ave EB
- Crescent Blvd WB

2023 Construction Staging | Stage 2



2023 Construction Staging | Stage 3



Legend

- Stage 1
- Stage 2
- Stage 3
- Normal Travel Direction
- One Way Travel (Glenwood Station)
- One Way Travel (Streetscape)
- Road Closed to Vehicle Traffic

Detour Routes

- Main St SB
- Main St NB
- Pennsylvania Ave EB
- Crescent Blvd WB

2024 Construction Staging | Overall Staging



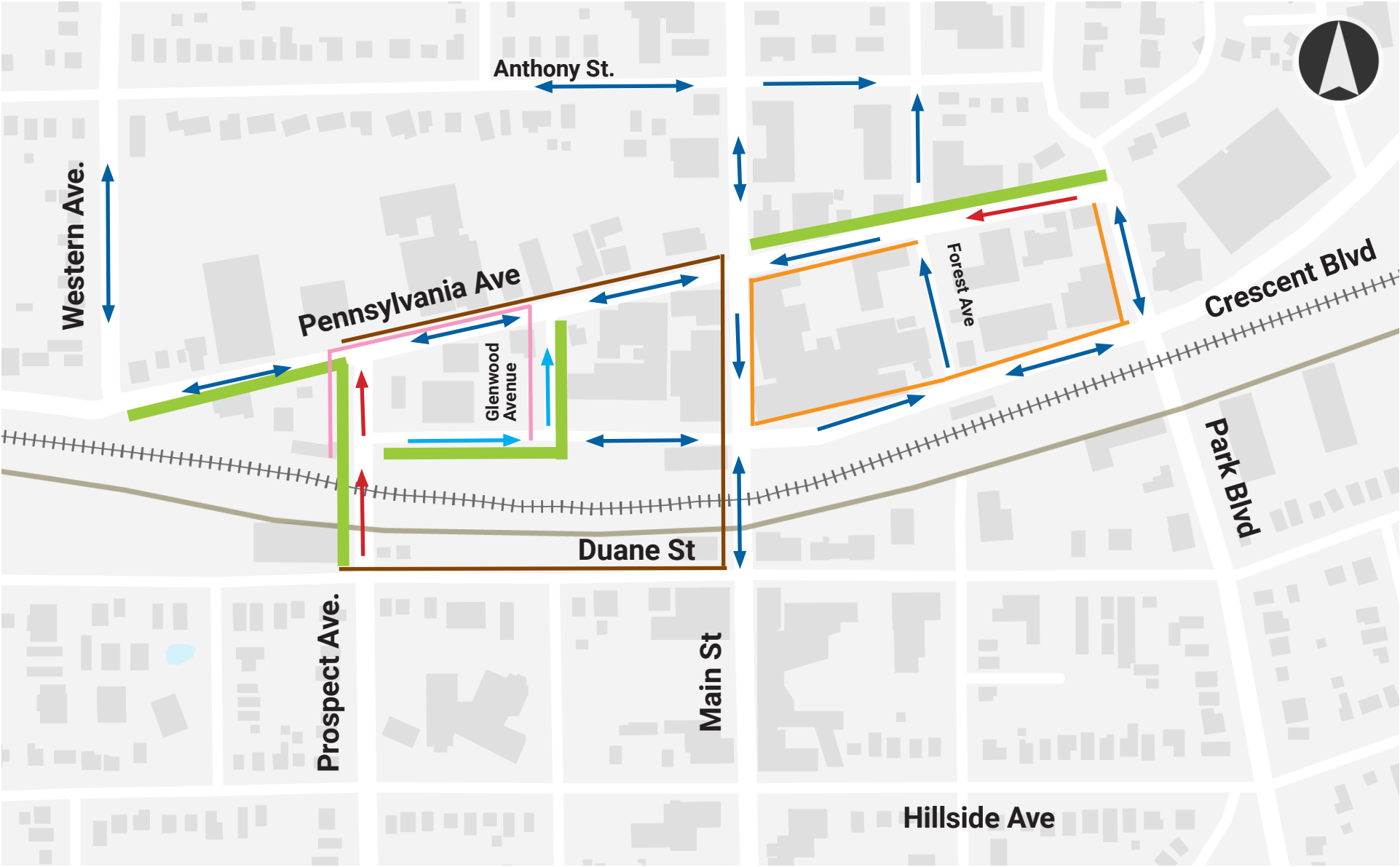
Legend

- Stage 1
- Stage 2
- Normal Travel Direction
- One Way Travel (Glenwood Station)
- One Way Travel (Streetscape)
- X Road Closed to Vehicle Traffic

Detour Routes

- Prospect Ave SB / NB
- Pennsylvania Ave EB
- Crescent Blvd WB

2024 Construction Staging | Stage 1



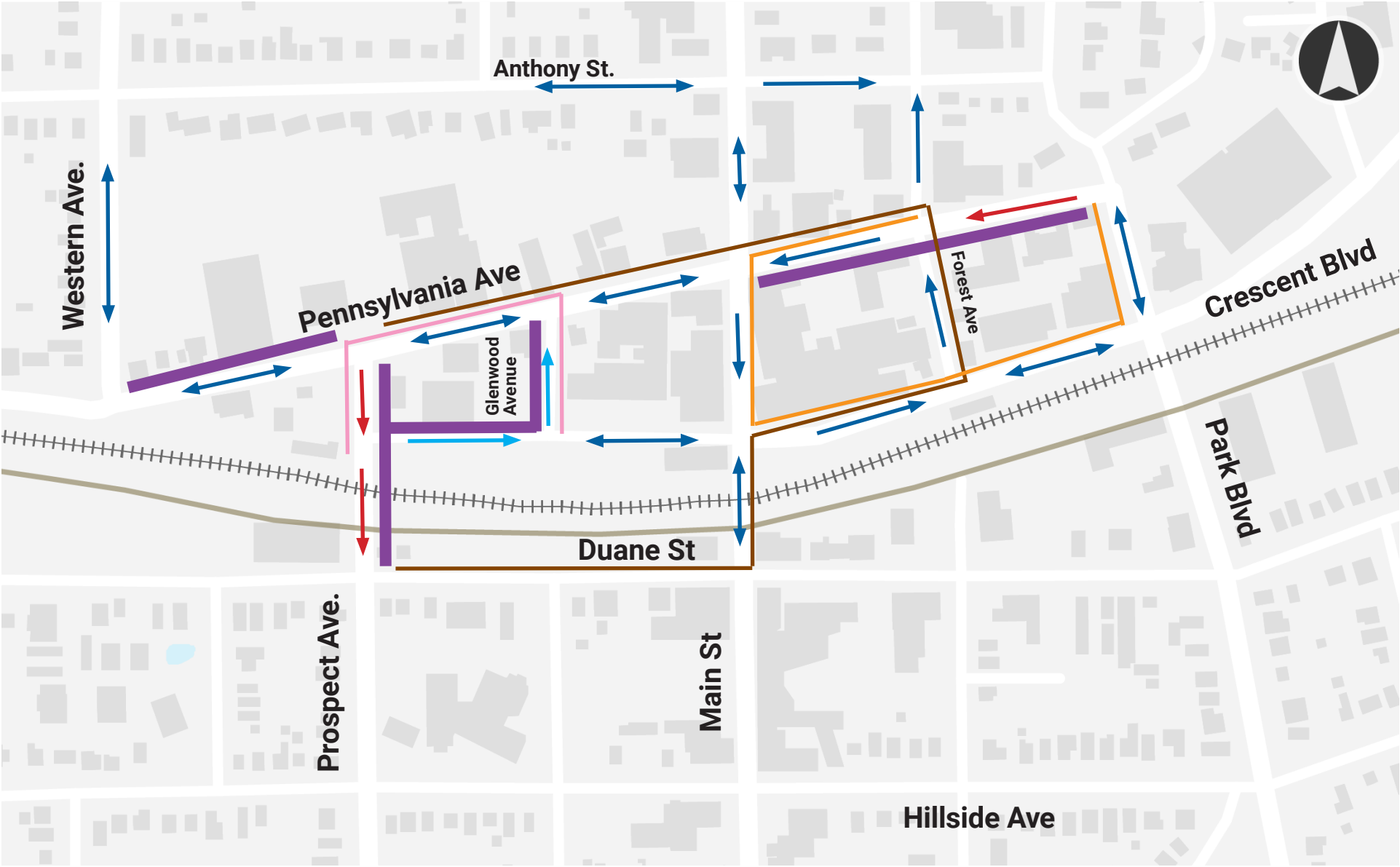
Legend

- Stage 1
- Stage 2
- Normal Travel Direction
- One Way Travel (Glenwood Station)
- One Way Travel (Streetscape)
- X Road Closed to Vehicle Traffic

Detour Routes

- Prospect Ave SB / NB
- Pennsylvania Ave EB
- Crescent Blvd WB

2024 Construction Staging | Stage 2



Legend

- Stage 1
- Stage 2
- Normal Travel Direction
- One Way Travel (Glenwood Station)
- One Way Travel (Streetscape)
- Road Closed to Vehicle Traffic

Detour Routes

- Prospect Ave SB / NB
- Pennsylvania Ave EB
- Crescent Blvd WB



**Glen Ellyn Capital
Improvements Commission**
535 Duane Street
Glen Ellyn, IL 60137

Meeting 9/13/2022 7:00 PM
Department: Public Works
Department Head: Dave Buckley
Category: Discussion Item
Prepared By: Rich Daubert

**AGENDA ITEM (ID # 2022-
2629)**

DOC ID: 2022-2629

CBD SUI Updated Decorative Pavement Treatment Options for Main/Crescent Intersection

Statement of the Issue:

Please see the attached memorandum and its associated attachments pertaining to this agenda item.

Analysis:

Budget Impact:

Action Requested:

Attachments:

1. September 2022 CIC Memo on Main and Crescent Updated Pavement Treatment Option
2. Main and Crescent Updated Pavement Treatment Options A B V2



MEMORANDUM

TO: Capital Improvements Commission

FROM: Rich Daubert, Professional Engineer

DATE: September 9, 2022

RE: CBD Streetscape and Utility Improvements
Decorative Pavement Treatments for Main Street/Crescent Boulevard Intersection
Updated Options A and B

Introduction and Background

Last month the CIC reviewed decorative pavement treatment options for the intersection of Main Street and Crescent Boulevard. As the majority of the CIC members present favored Option A, Staff directed Civiltech to revise said option to incorporate two primary changes for the Commission's brief review.

Subject

Attached are new intersection treatment options labeled OPTION A and OPTION B which are summarized as follows:

Option A – All Brick Paver Intersection with Concrete Perimeter Ribbon, Brick Paver Crosswalks with 16" wide Concrete Ribbons

Option B – Option A with 36" wide Concrete Ribbons along the Brick Paver Crosswalks

In terms of cost, both of these options are anticipated to be on the order of \$220,000.

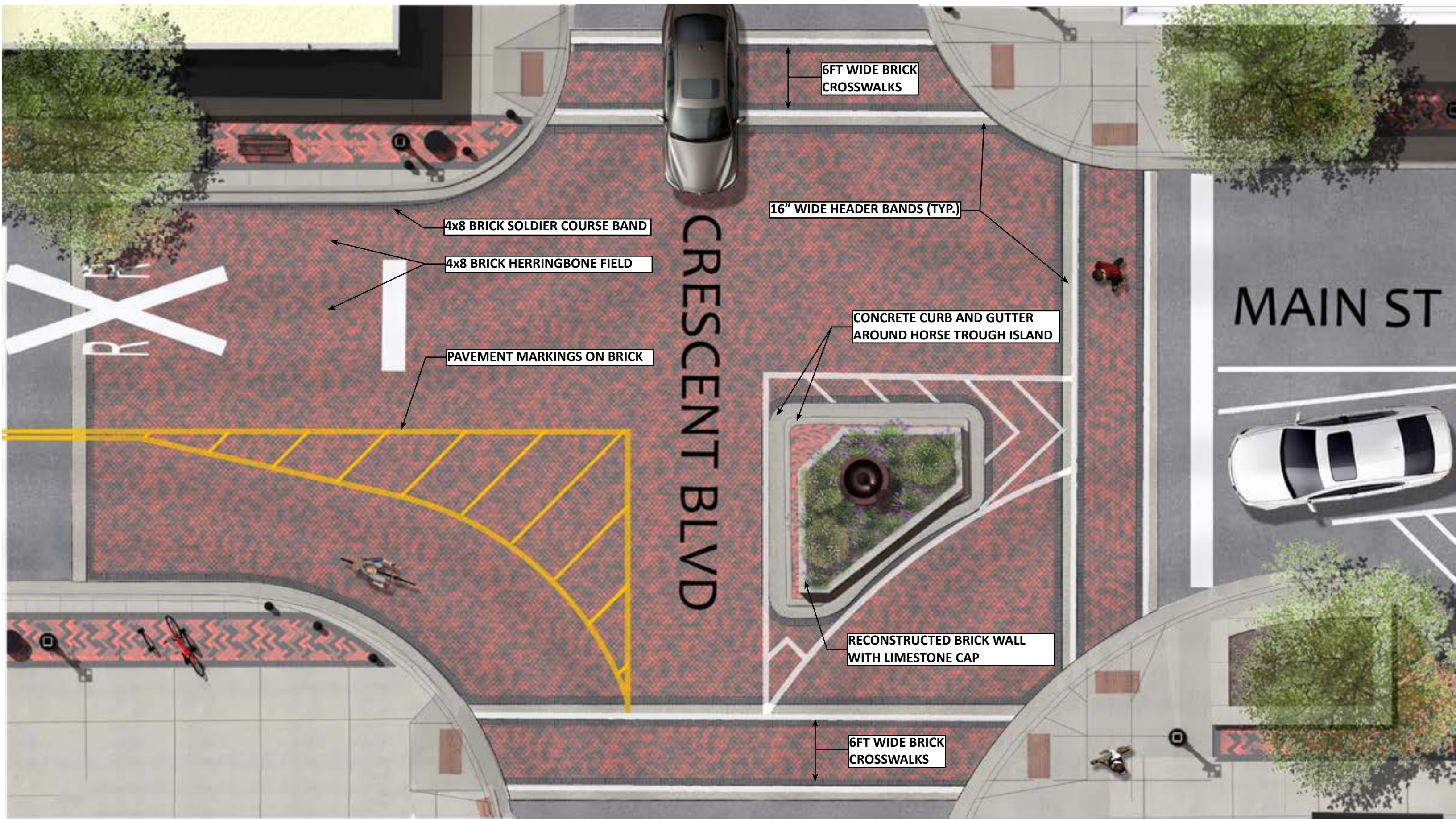
While staff continues to feel that previously presented Option D is in the Village's best interest from a maintenance perspective, it asked Civiltech to develop these options to reduce the number of differential paving material joints in the field of the intersection. In summary, the concrete medians were eliminated and replaced with pavers. As was noted by Phil Hutchinson with Civiltech, this approach would result in a stronger paver field. In addition, wider concrete ribbons were incorporated along the crosswalks to better delineate the crosswalk areas from the non-walking areas of the intersection which was a concern for members of the CIC.

Action Requested

In summary, staff would like the Capital Improvements Commission to provide feedback on these revised pavement options for the intersection of Main and Crescent.

Attachments

Glen Ellyn Intersection Concepts A, B (Version 2)

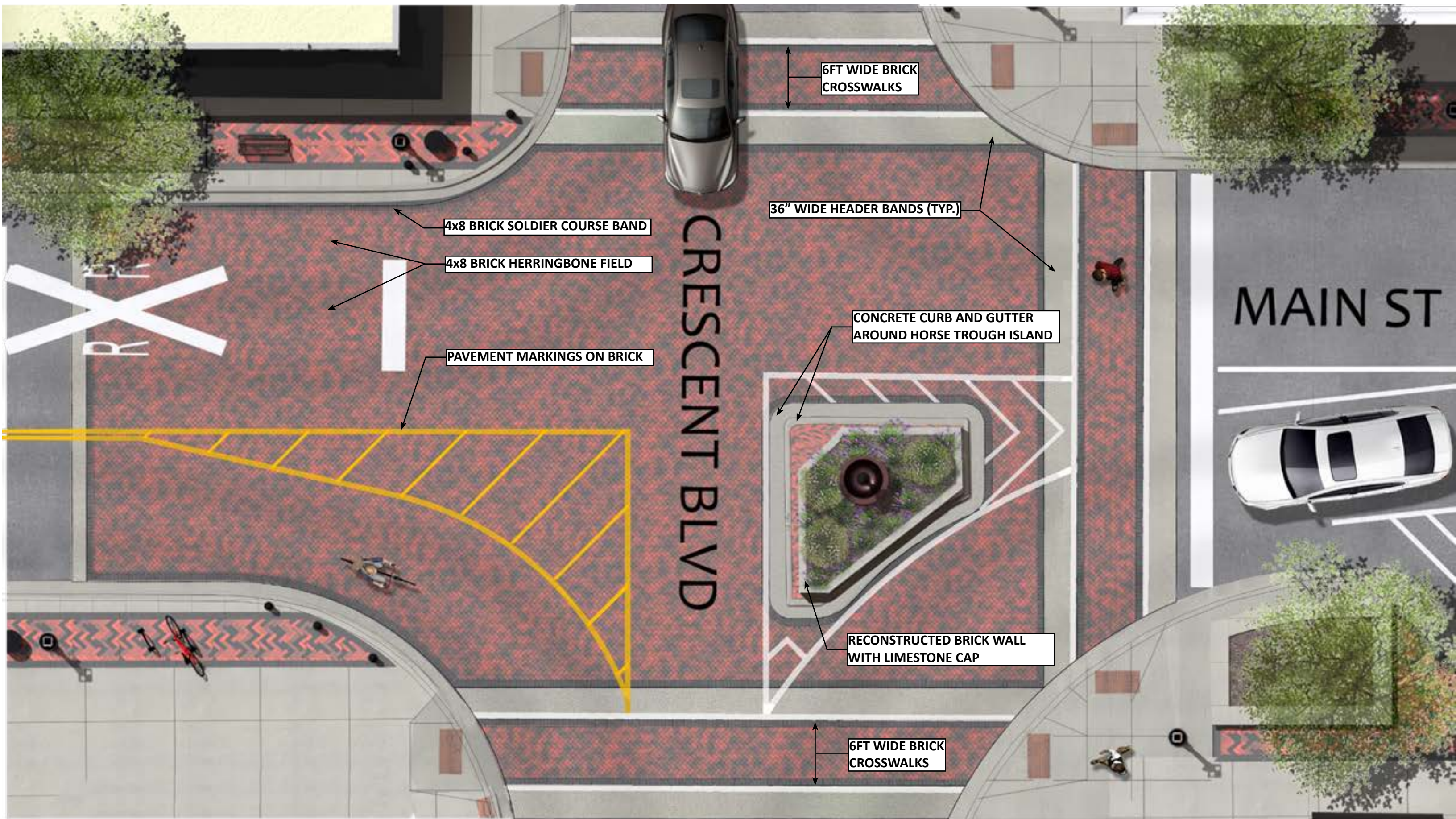


GLEN ELLYN INTERSECTION CONCEPTS



OPTION A

September 8, 2022 Page 61 of 118



GLEN ELLYN INTERSECTION CONCEPTS



OPTION B

September 8, 2022 Page 62 of 118



**Glen Ellyn Capital
Improvements Commission**
535 Duane Street
Glen Ellyn, IL 60137

Meeting 9/13/2022 7:00 PM
Department: Public Works
Department Head: Dave Buckley
Category: Discussion Item
Prepared By: Rich Daubert

**AGENDA ITEM (ID # 2022-
2631)**

DOC ID: 2022-2631

Crescent Boulevard Federal Aid Project Update

Statement of the Issue:

Please see the attached memorandum and its associated attachments pertaining to this agenda item.

Analysis:

Budget Impact:

Action Requested:

Attachments:

1. September 2022 Meeting Cover Memo on Crescent Blvd Improvements
2. Crescent Boulevard Roadway Improvement Project Preliminary Plans - Dated 9-2-2022



MEMORANDUM

TO: Capital Improvements Commission

FROM: Rich Daubert, Professional Engineer
Steve Warner, Civil Engineer II

DATE: September 9, 2022

RE: Crescent Boulevard Federal Aid Project Update

Background

The purpose of this agenda item is to provide the Capital Improvements Commission with an update for the Crescent Boulevard Improvement Project. This project involves the rehabilitation of Crescent Boulevard between Lake Road and approximately the east Village Limit (approximately 1.2 centerline miles). Rehabilitation will be in the form of a mill and overlay (resurfacing) of the roadway as well as sidewalk removal and replacement including bringing sidewalk ramps up to ADA standards. Also being contemplated as part of the project is the construction of new sidewalk along portions of the project corridor where sidewalk does not currently exist.

This project is eligible for federal funding and was originally selected for approximately \$805,000 (70%) in federal funding. On June 16, 2022, the DuPage Mayors and Managers Transportation Technical Committee approved the use of a portion of an unobligated federal funding balance to increase federal funding for this project to approximately \$920,000 (80%). The use of this funding requires the project to work through a constrained State review process with letting of the project needing to be completed by April 2023. As part of these federal funding requirements, the Village held a Public Information Meeting on August 23, 2022, at 7:00pm. Public comment was requested and received at this meeting and compiled by staff and the design team (Primera Engineers). Upon completion of the meeting, Primera has worked to complete preliminary plans and anticipates submitting these and a Project Development Report to the State on September 9, 2022.

Of note, Staff is proposing that select segments of sidewalk installation are included in the federally funded project. Sidewalk installations are eligible for federal funding with some constraints given the required timing for the project. More specifically, some portions of sidewalk installation in the corridor would require significant regrading, retaining walls, and potentially both temporary and permanent easements in order to be constructed. Including these items in the federal aid project would delay the State's review of the project and not facilitate getting the project to letting in time for the required obligation of the federal funds. As a result, Staff has worked with the design team to propose sidewalk installations where they can be incorporated into

the federal aid project in a more timely manner. The attached preliminary plans reflect the sidewalk installations included in the submittal to the State for review. Staff would like to emphasize that even though there are segments of sidewalk installation that are not proposed to be included in the federally funded project, they are being evaluated separately as part of a subsequent locally funded project.

Action Requested

Please review the materials in advance of the meeting. Staff will provide a high-level overview of the information to the CIC and answer any questions the Commission may have.

Attachments

Crescent Boulevard Roadway Improvement Project Preliminary Plans – Dated 9-2-2022

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PROPOSED
HIGHWAY PLANS

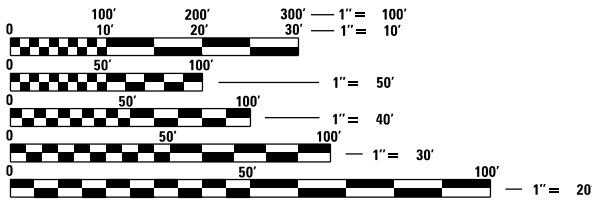
FAU ROUTE 1409
SECTION 22-00084-00-RS
PROJECT
CRESCENT BLVD ROADWAY IMPROVEMENTS
DUPAGE COUNTY

C-9x-xxx-xx

F.A.U. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
1409	22-00084-00-RS	DUPAGE		1
		ILLINOIS	CONTRACT NO.	



INDEX OF SHEETS

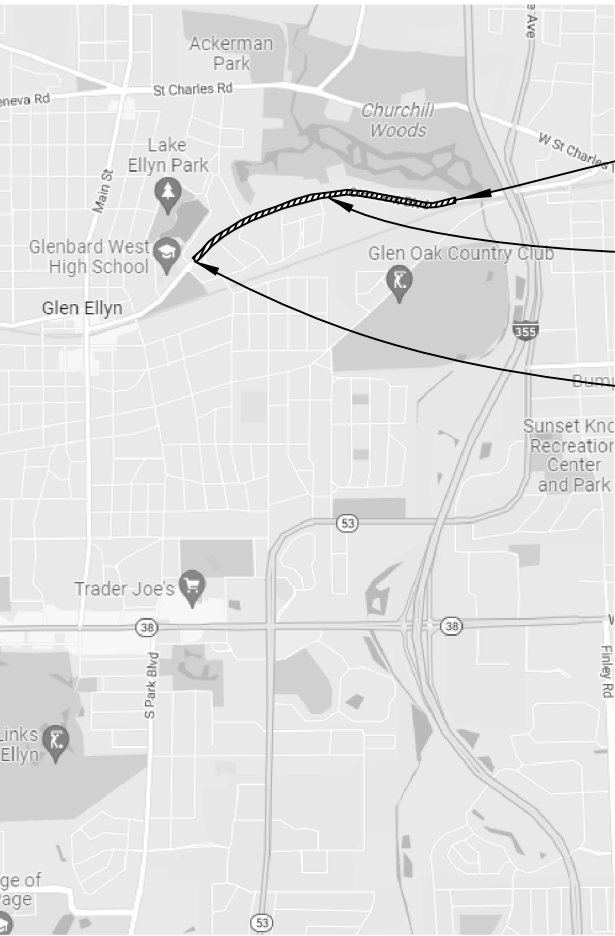


FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD
ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT
CONFORM TO STANDARD SCALES. IN MAKING MEASUREMENTS
ON REDUCED PLANS, THE ABOVE SCALES MAY BE USED.

J.U.L.I.E.
JOINT UTILITY LOCATION INFORMATION FOR EXCAVATION
1-800-892-0123
OR 811

PROJECT ENGINEER
PROJECT MANAGER

CONTRACT NO.



END STATION: 162+64.75

CRESCENT BLVD
NET LENGTH = 1.30 MILE

BEGIN STATION: 101+50

GROSS LENGTH = x.xx FT. = 1.30 MILE
NET LENGTH = x.xx FT. = 1.30 MILE

STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

SUBMITTED _____ 20 _____
DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER

ENGINEER OF DESIGN AND ENVIRONMENT

DIRECTOR OF HIGHWAYS, CHIEF ENGINEER

PRINTED BY THE AUTHORITY
OF THE STATE OF ILLINOIS

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FILE NAME = DE_2022_CB_2_Gen.dgn

	USER NAME = kchen	DESIGNED - DSD	REVISED -	CRESCENT BLVD ROADWAY IMPROVEMENT PROJECT	GENERAL NOTES AND LEGEND			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - DSD	REVISED -								47	2
	PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -					CONTRACT NO.				
	PLOT DATE = 9/2/2022	DATE -	REVISED -		SCALE:	SHEET 01	OF 01 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT		

FILE NAME = DE_2022_CB_3_S00_000.dgn



USER NAME = kchen	DESIGNED - DSD	REVISED -
	DRAWN - DSD	REVISED -
PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 9/2/2022	DATE -	REVISED -

CRESCENT BLVD ROADWAY
IMPROVEMENT PROJECT

SUMMARY OF QUANTITIES

SCALE: SHEET 01 OF 05 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			47	3
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

CODE NO.	ITEM	UNIT	TOTAL QTY.	FEDERAL FUNDING	LOCAL FUNDING
25200200	SUPPLEMENTAL WATERING	UNIT	0		
28000510	INLET FILTERS	EACH	40	32	8
40600400	MIXTURE FOR CRACKS, JOINTS, AND FLANGEWAYS	TON	70	35	35
40600982	HOT-MIX ASPHALT SURFACE REMOVAL - BUTT JOINT	SQ YD	25	20	5
40602978	HOT-MIX ASPHALT BINDER COURSE, IL- 9.5, N50	TON	0		
40603080	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	TON	0		
40603200	POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50	TON	902	721	181
40604060	HOT-MIX ASPHALT SURFACE COURSE, IL-9.5, MIX "D", N50	TON	1802	1441	361
44000100	PAVEMENT REMOVAL	SQ YD	0		
67100100	MOBILIZATION	L SUM	1	1	
78000100	THERMOPLASTIC PAVEMENT MARKING - LETTERS AND SYMBOLS	SQ FT	0		
78000200	THERMOPLASTIC PAVEMENT MARKING - LINE 4"	FOOT	12484	9987	2497
78000400	THERMOPLASTIC PAVEMENT MARKING - LINE 6"	FOOT	0		
78000600	THERMOPLASTIC PAVEMENT MARKING - LINE 12"	FOOT	0		
78000650	THERMOPLASTIC PAVEMENT MARKING - LINE 24"	FOOT	165		165
SP-1	TRAFFIC CONTROL AND PROTECTION	L SUM	1	1	
SP-2	STREET SWEEPING	DAY	25	20	5
SP-3	DUST CONTROL	GALLON	3619	2895	724
SP-4	PRE-CONSTRUCTION VIDEO TAPING	L SUM	1		1
SP-5	CONSTRUCTION LAYOUT	L SUM	1	1	

CODE NO.	ITEM	UNIT	TOTAL QTY.	FEDERAL FUNDING	LOCAL FUNDING
SP-6	INSTALLATION AND MAINTENANCE OF PROTECTIVE TREE FENCE	FOOT	0		
SP-7	EARTH SAW CUT OF TREE ROOTS	FOOT	150	150	
SP-8	PROTECTION OF EXISTING TREES		37	30	7
SP-9	INTENTIONALLY LEFT BLANK	-	0		
SP-10	SODDING, SPECIAL	SQ YD	0		
SP-11	REMOVAL AND DISPOSAL OF UNSUITABLE MATERIALS	CU YD	120	70	50
SP-12	POROUS GRANULAR EMBANKMENT, SUB-GRADE	CU YD	0		
SP-13	AGGREGATE SHOULDERS, TYPE B, 6-INCH	SQ YD	0		
SP-14	PREPARATION OF BASE, SPECIAL	SQ YD	0		
SP-15	AGGREGATE BASE REPAIR	TON	0		
SP-16	SUB-BASE GRANULAR MATERIAL, TYPE B	SQ YD	0		
SP-17	INTENTIONALLY LEFT BLANK	-	0		
SP-18	TEMPORARY INTERSECTION RAMP	EACH	8	8	
SP-19	TEMPORARY DRIVEWAY RAMP	EACH	65	52	13
SP-20	TEMPORARY SIDEWALK RAMP	EACH	24	18	6
SP-21	HMA SURFACE REMOVAL, VARIABLE DEPTH, 1"-4"	SQ YD	16080	12864	3216
SP-22	INTENTIONALLY LEFT BLANK	-	0		
SP-23	BITUMINOUS MATERIALS (TACK COAT AND PRIME COAT)	POUND	488	390	98
SP-24	CLASS D PATCHES, 4"	SQ YD	0		
SP-24A	CLASS D PATCHES, 8"	SQ YD	0		

FILE NAME = DE_2022_CB_3_S00_01.dgn



USER NAME = kchen	DESIGNED - DSD	REVISED -
	DRAWN - DSD	REVISED -
PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 9/2/2022	DATE -	REVISED -

CRESCENT BLVD ROADWAY
IMPROVEMENT PROJECT

SUMMARY OF QUANTITIES

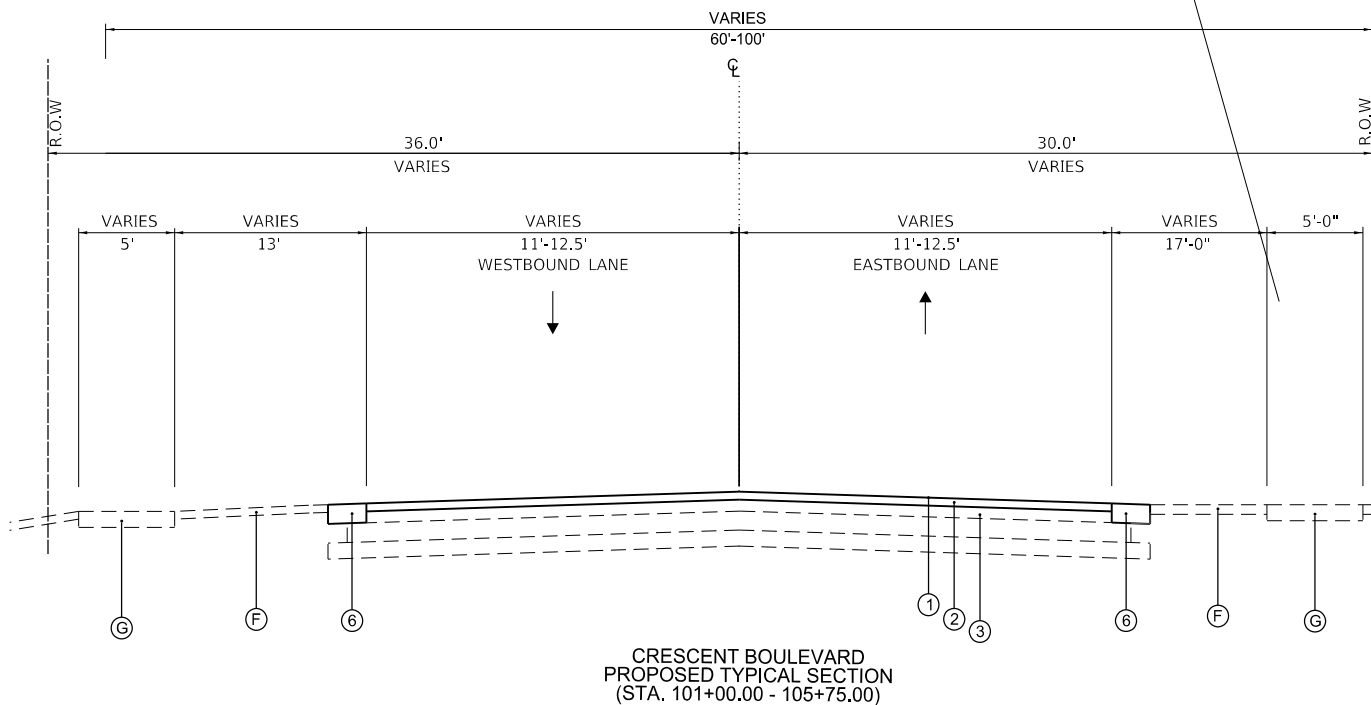
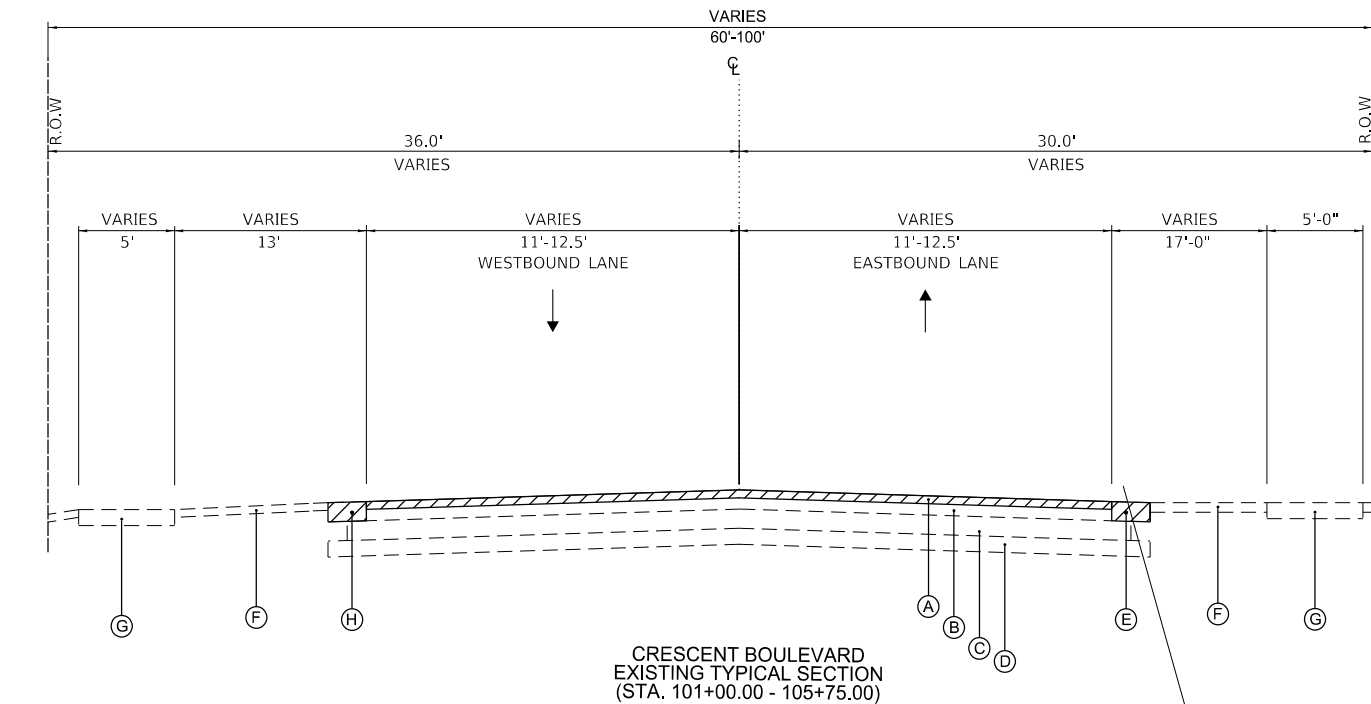
SCALE: SHEET 02 OF 05 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			47	4
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

CODE NO.	ITEM	UNIT	TOTAL QTY.	FEDERAL FUNDING	LOCAL FUNDING
SP-25	INTENTIONALLY LEFT BLANK	-	0		
SP-26	COMBINATION CURB AND GUTTER REMOVAL	FOOT	0		
SP-27	COMBINATION CURB AND GUTTER, TYPE B-6.12	FOOT	0		
SP-27A	COMBINATION CURB AND GUTTER, TYPE M-3.12	FOOT	0		
SP-27B	COMBINATION CURB AND GUTTER, TYPE M-3.18 (ROLLED)	FOOT	0		
SP-28	DRIVEWAY PAVEMENT REMOVAL	SQ YD	2020	1616	404
SP-29	SIDEWALK REMOVAL	SQ FT	0		
SP-30	PCC SIDEWALK, 5 INCH	SQ FT	0		
SP-31	DETECTABLE WARNINGS	SQ FT	0		
SP-32	INTENTIONALLY LEFT BLANK	-	0		
SP-33	HMA DRIVEWAY PAVEMENT, 3"	SQ YD	970	776	194
SP-34	PCC DRIVEWAY PAVEMENT, 6"	SQ YD	1065	852	213
SP-35	BRICK DRIVEWAY REMOVAL AND RE-INSTALLATION	SQ YD	0		
SP-36	INTENTIONALLY LEFT BLANK	-	0		
SP-37	RECONSTRUCT SANITARY SEWER MANHOLE WITH NEW FRAME AND CLOSED LID	EACH	0		
SP-38	DOMESTIC WATER SERVICE BOXES TO BE ADJUSTED	EACH	0		
SP-39	ADJUST STORM STRUCTURE	EACH	20	12	8
SP-40	INTENTIONALLY LEFT BLANK	-	0		
SP-41	ADJUST STORM STRUCTURE	EACH	0		
SP-42A	ADJUST SANITARY MANHOLE WITH NEW FRAME AND CLOSED LID	EACH	0		

CODE NO.	ITEM	UNIT	TOTAL QTY.	FEDERAL FUNDING	LOCAL FUNDING
SP-42B	ADJUST SANITARY MANHOLE WITH NEW TYPE 3 FRAME AND GRATE	EACH	0		
SP-42C	ADJUST SANITARY MANHOLE WITH NEW TYPE 1 FRAME AND GRATE	EACH	0		
SP-42D	ADJUST SANITARY MANHOLE WITH NEW TYPE 1 FRAME AND CLOSED LID	EACH	0		
SP-42E	ADJUST WATER VALVE VAULT WITH NEW TYPE 1 FRAME AND CLOSED LID	EACH	0		
SP-43	RECONSTRUCT STORM SEWER	EACH	0		
SP-44	REMOVE AND REPLACE STORM INLET	EACH	0		
SP-45	REMOVING AND RESETTING STREET SIGNS	EACH	0		
SP-46	SANITARY SEWER POINT REPAIR, 8" PVC SDR 26, ASTM D2241	FOOT	0		
SP-47	INTENTIONALLY LEFT BLANK	-	0		

FILE NAME = DE_2022_CB_4_Typ_00.dgn



EXISTING LEGEND

- (A) EXISTING HMA PAVEMENT, X" +/-
- (B) EXISTING PCC BASE COURSE, X.X" +/-
- (C) EXISTING AGGREGATE BASE COURSE
- (D) EXISTING SUBGRADE
- (E) EXISTING AGGREGATE SHOULDER
- (F) EXISTING LANDSCAPING
- (G) EXISTING PCC SIDEWALK
- (H) HMA SURFACE REMOVAL, VARIABLE DEPTH, X"-X"



PROPOSED LEGEND

- (1) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N50, X"
- (2) HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N50, X"
- (3) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50, X"
- (4) CLASS D PATCHES, 8"
- (5) AGGREGATE BASE COURSE, TYPE B 6"
- (6) COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12
- (7) TOPSOIL/SEEDING/EROSION CONTROL BLANKET
- (8) PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AIR VOIDS @Ndes	DEPTH	QUALITY MANAGEMENT PROGRAM (QMP)
HMA PAVEMENT RESURFACING			
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N50	4% @ 50 GYR	X.X"	QC/QA
HOT-MIX ASPHALT BINDER COURSE IL-9.5, N50	4% @ 50 GYR	X.X"	QC/QA
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50	3.5% @ 50 GYR	X.X"	QC/QA
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	4% @ 50 GYR	X.X"	QC/QA
DRIVEWAYS / TEMPORARY RAMPS & PATCHING			
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N50	4% @ 50 GYR	X.X"	QC/QA
CLASS D PATCH			
HOT-MIX ASPHALT BINDER COURSE IL-19.0, N70	4% @ 50 GYR	X.X"	QC/QA

NOTES:

1. THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.
2. THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 72-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS.
3. FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS.
4. QUALITY MANAGEMENT PROGRAM (QMP) IDENTIFIES THE PARTICULAR QUALITY CONTROL SPECIFICATION THAT APPLIES TO THE HMA MIXTURE.



USER NAME = kchen	DESIGNED - DSD	REVISED -
	DRAWN - DSD	REVISED -
PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 9/2/2022	DATE -	REVISED -

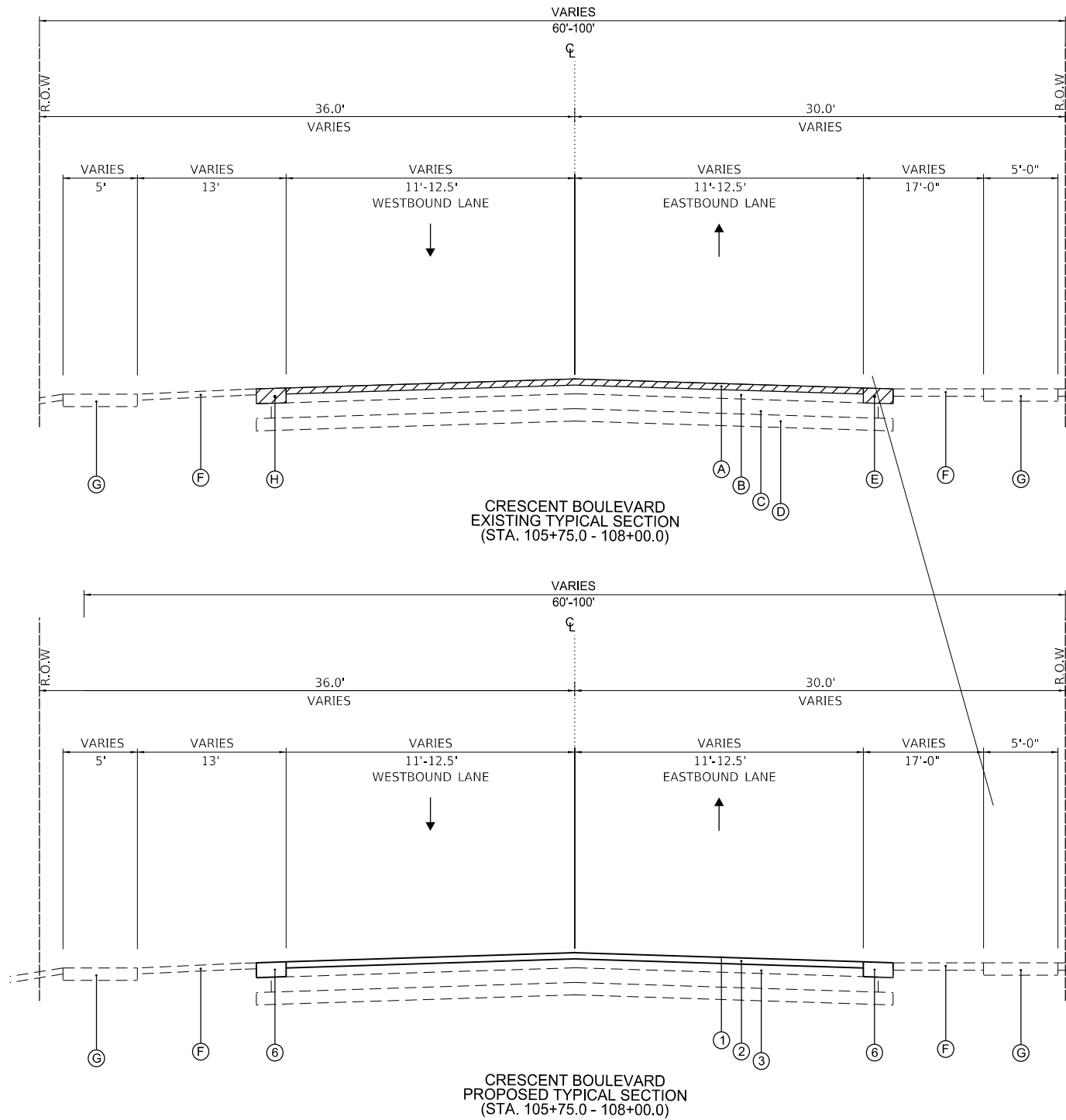
CRESCENT BLVD ROADWAY IMPROVEMENT PROJECT

TYPICAL SECTIONS

SCALE: SHEET 01 OF 13 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			47	5
CONTRACT NO.				

FILE NAME = DE_2022_CB_4_Typ_01.dgn



EXISTING LEGEND

- (A) EXISTING HMA PAVEMENT, X" +/-
- (B) EXISTING BASE COURSE, X.X" +/-
- (C) EXISTING AGGREGATE BASE COURSE
- (D) EXISTING SUBGRADE
- (E) EXISTING CURB & GUTTER, TYPE B-6.12
- (F) EXISTING LANDSCAPING
- (G) EXISTING PCC SIDEWALK
- (H) HMA SURFACE REMOVAL, VARIABLE DEPTH, X"-X"

REMOVAL ITEMS

PROPOSED LEGEND

- (1) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N50, X"
- (2) HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N50, X"
- (3) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50, X"
- (4) CLASS D PATCHES, 8"
- (5) AGGREGATE BASE COURSE, TYPE B 6"
- (6) COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12
- (7) SODDING, SPECIAL
- (8) PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH

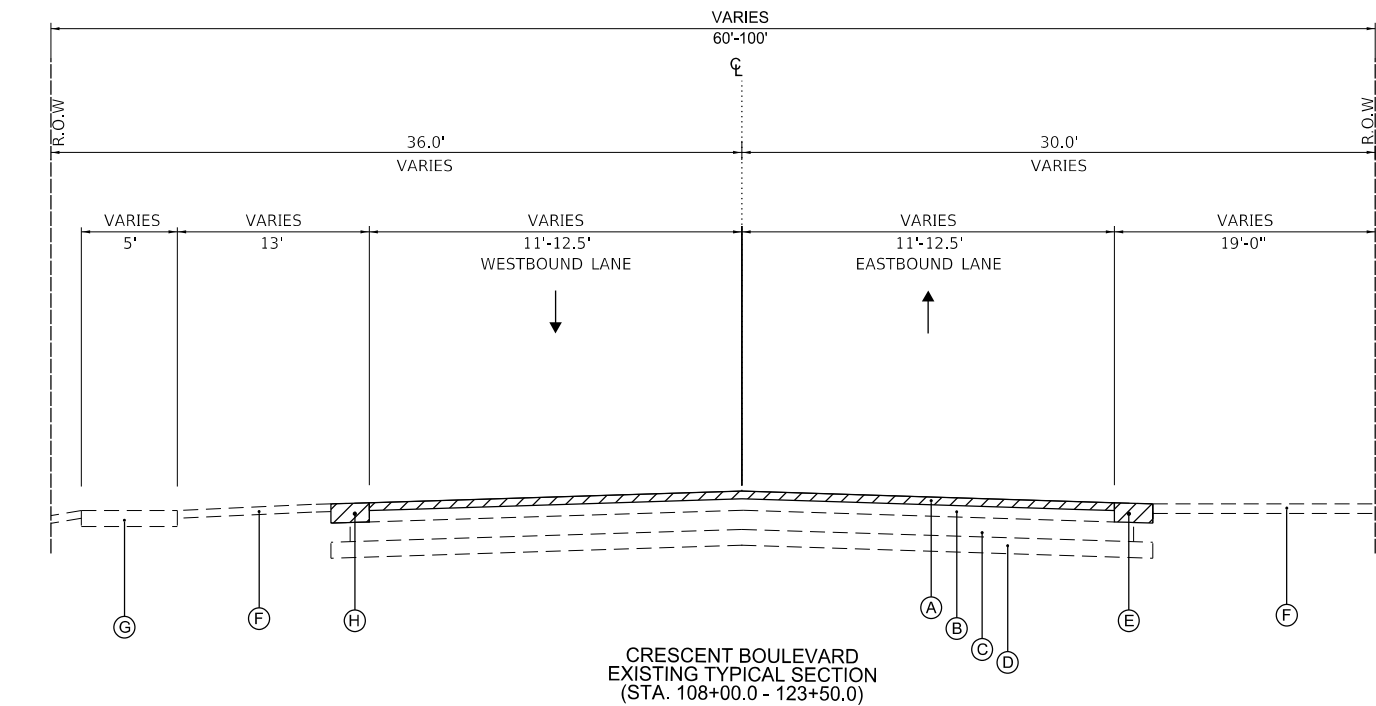
HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AIR VOIDS @Ndes	DEPTH	QUALITY MANAGEMENT PROGRAM (QMP)
HMA PAVEMENT RESURFACING			
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N50	4% @ 50 GYR	X.X"	QC/QA
HOT-MIX ASPHALT BINDER COURSE IL-9.5, N50	4% @ 50 GYR	X.X"	QC/QA
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50	3.5% @ 50 GYR	X.X"	QC/QA
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	4% @ 50 GYR	X.X"	QC/QA
DRIVEWAYS / TEMPORARY RAMPS & PATCHING			
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N50	4% @ 50 GYR	X.X"	QC/QA
CLASS D PATCH			
HOT-MIX ASPHALT BINDER COURSE IL-19.0, N70	4% @ 50 GYR	X.X"	QC/QA

NOTES:

- 1. THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.
- 2. THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 72-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS.
- 3. FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS.
- 4. QUALITY MANAGEMENT PROGRAM (QMP) IDENTIFIES THE PARTICULAR QUALITY CONTROL SPECIFICATION THAT APPLIES TO THE HMA MIXTURE.

FILE NAME = DE_2022_CB_4_Typ_02.dgn

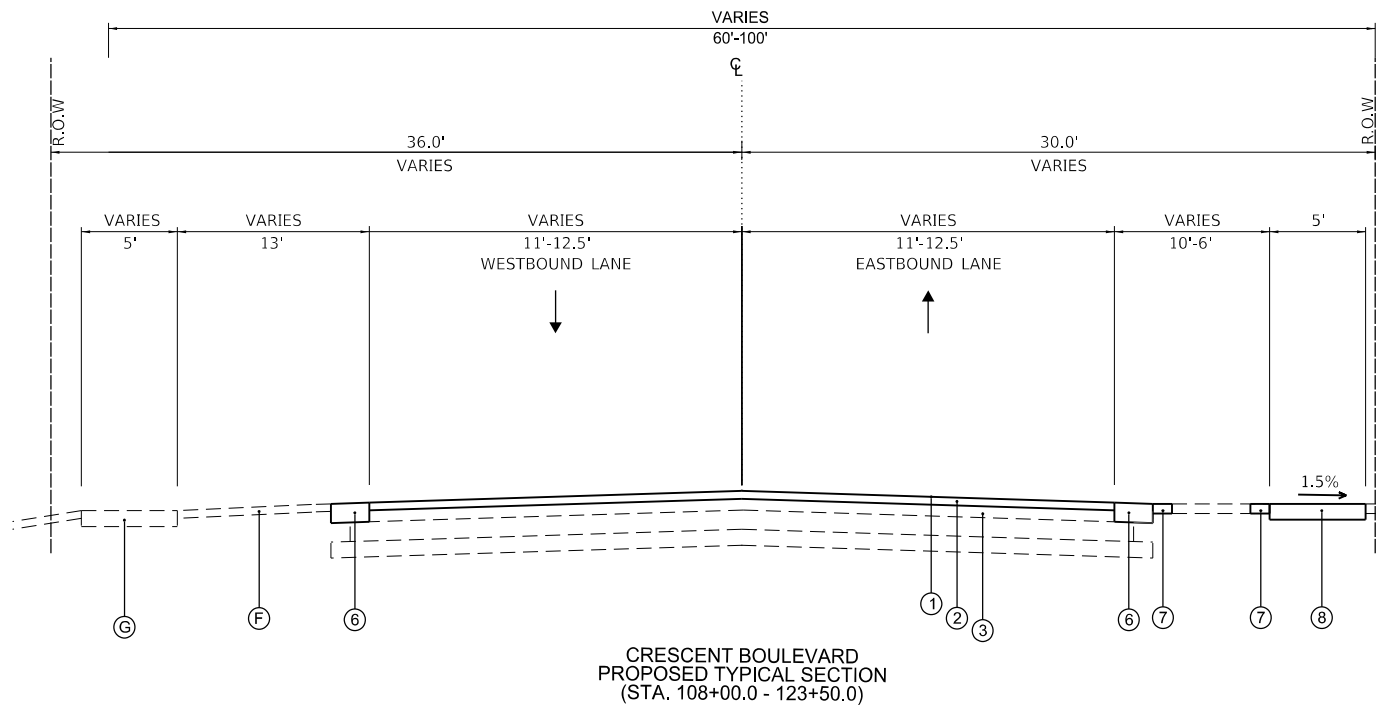


EXISTING LEGEND

- (A) EXISTING HMA PAVEMENT, X" +/-
- (B) EXISTING BASE COURSE, X.X" +/-
- (C) EXISTING AGGREGATE BASE COURSE
- (D) EXISTING SUBGRADE
- (E) EXISTING CURB & GUTTER, TYPE B-6.12
- (F) EXISTING LANDSCAPING
- (G) EXISTING PCC SIDEWALK
- (H) HMA SURFACE REMOVAL, VARIABLE DEPTH, X"-X"



REMOVAL ITEMS



PROPOSED LEGEND

- ① HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N50, X"
- ② HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N50, X"
- ③ POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50, X"
- ④ CLASS D PATCHES, 8"
- ⑤ AGGREGATE BASE COURSE, TYPE B 6"
- ⑥ COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12
- ⑦ SODDING, SPECIAL
- ⑧ PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AIR VOIDS @Ndes	DEPTH	QUALITY MANAGEMENT PROGRAM (QMP)
HMA PAVEMENT RESURFACING			
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N50	4% @ 50 GYR	X.X"	QC/QA
HOT-MIX ASPHALT BINDER COURSE IL-9.5, N50	4% @ 50 GYR	X.X"	QC/QA
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50	3.5% @ 50 GYR	X.X"	QC/QA
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	4% @ 50 GYR	X.X"	QC/QA
DRIVEWAYS / TEMPORARY RAMPS & PATCHING			
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N50	4% @ 50 GYR	X.X"	QC/QA
CLASS D PATCH			
HOT-MIX ASPHALT BINDER COURSE IL-19.0, N70	4% @ 50 GYR	X.X"	QC/QA

NOTES:

1. THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.
2. THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 72-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS.
3. FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS.
4. QUALITY MANAGEMENT PROGRAM (QMP) IDENTIFIES THE PARTICULAR QUALITY CONTROL SPECIFICATION THAT APPLIES TO THE HMA MIXTURE.



USER NAME = kchen	DESIGNED - DSD	REVISED -
	DRAWN - DSD	REVISED -
PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 9/2/2022	DATE -	REVISED -

**CRESCENT BLVD ROADWAY
IMPROVEMENT PROJECT**

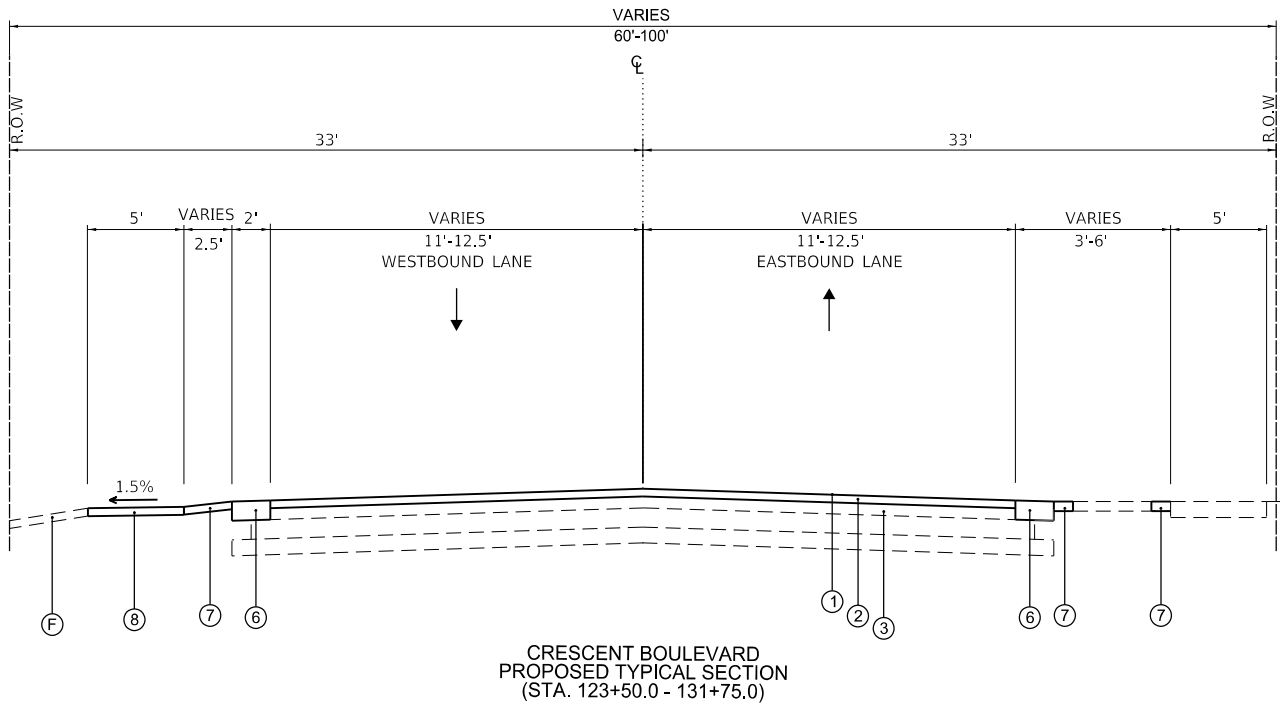
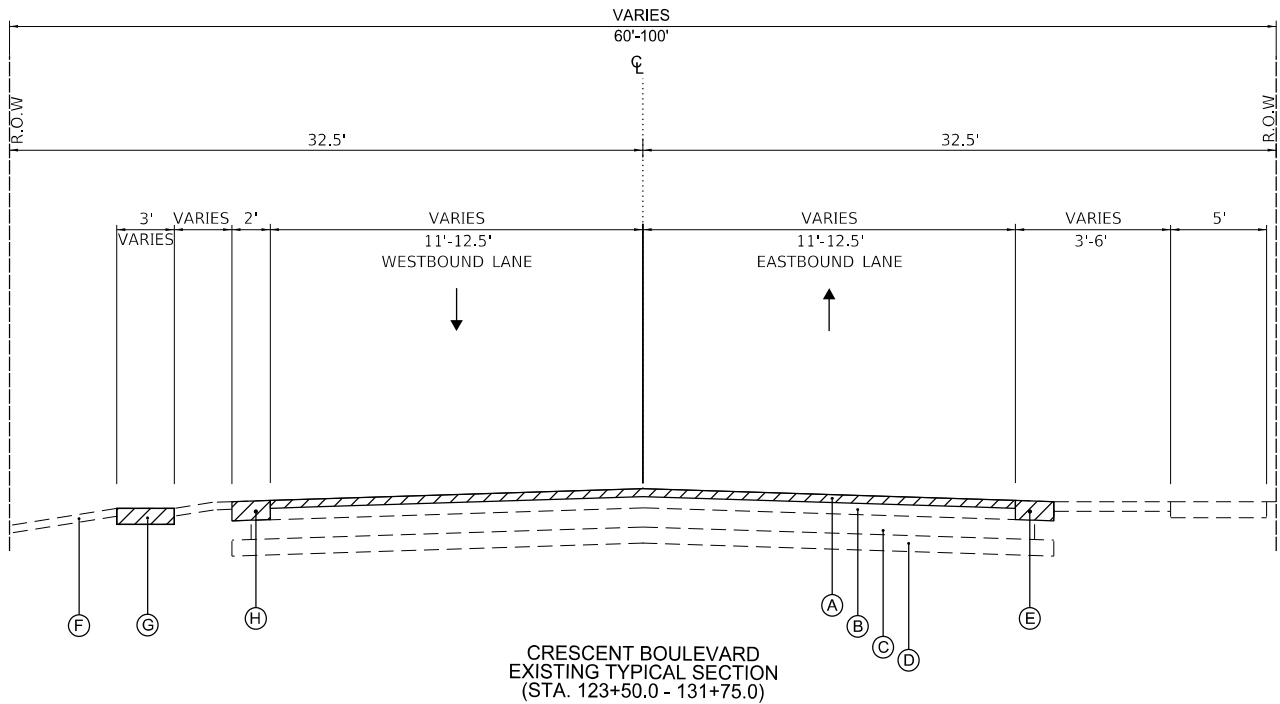
TYPICAL SECTIONS

SCALE: SHEET 02 OF 13 SHEETS STA. TO STA.

F.A. RTÉ.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			47	7
CONTRACT NO.				

ILLINOIS FED. AID PROJECT

FILE NAME = DE_2022_CB_4_Typ_03.dgn



EXISTING LEGEND

- (A) EXISTING HMA PAVEMENT, X" +/-
- (B) EXISTING BASE COURSE, X.X" +/-
- (C) EXISTING AGGREGATE BASE COURSE
- (D) EXISTING SUBGRADE
- (E) EXISTING CURB & GUTTER, TYPE B-6.12
- (F) EXISTING LANDSCAPING
- (G) EXISTING PCC SIDEWALK
- (H) HMA SURFACE REMOVAL, VARIABLE DEPTH, X"-X"



REMOVAL ITEMS

PROPOSED LEGEND

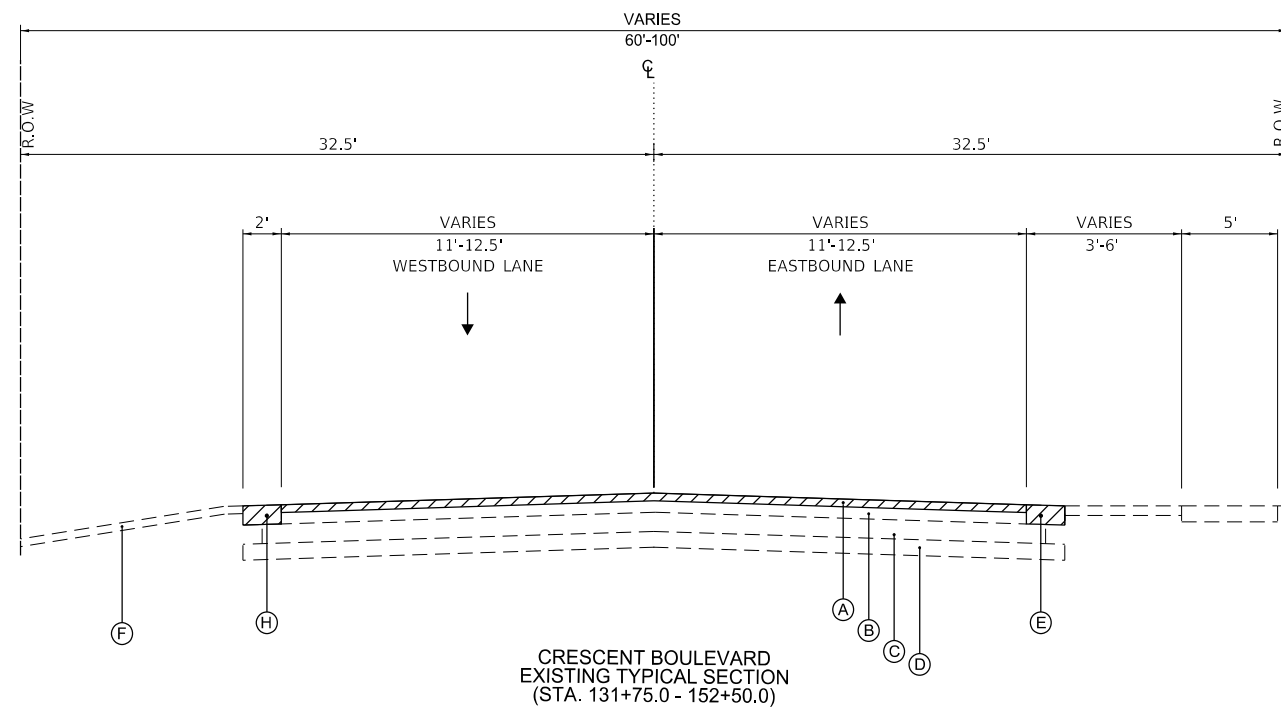
- (1) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N50, X"
- (2) HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N50, X"
- (3) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50, X"
- (4) CLASS D PATCHES, 8"
- (5) AGGREGATE BASE COURSE, TYPE B 6"
- (6) COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12
- (7) SODDING, SPECIAL
- (8) PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AIR VOIDS @Ndes	DEPTH	QUALITY MANAGEMENT PROGRAM (QMP)
HMA PAVEMENT RESURFACING			
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N50	4% @ 50 GYR	X.X"	QC/QA
HOT-MIX ASPHALT BINDER COURSE IL-9.5, N50	4% @ 50 GYR	X.X"	QC/QA
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50	3.5% @ 50 GYR	X.X"	QC/QA
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	4% @ 50 GYR	X.X"	QC/QA
DRIVEWAYS / TEMPORARY RAMPS & PATCHING			
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N50	4% @ 50 GYR	X.X"	QC/QA
CLASS D PATCH			
HOT-MIX ASPHALT BINDER COURSE IL-19.0, N70	4% @ 50 GYR	X.X"	QC/QA

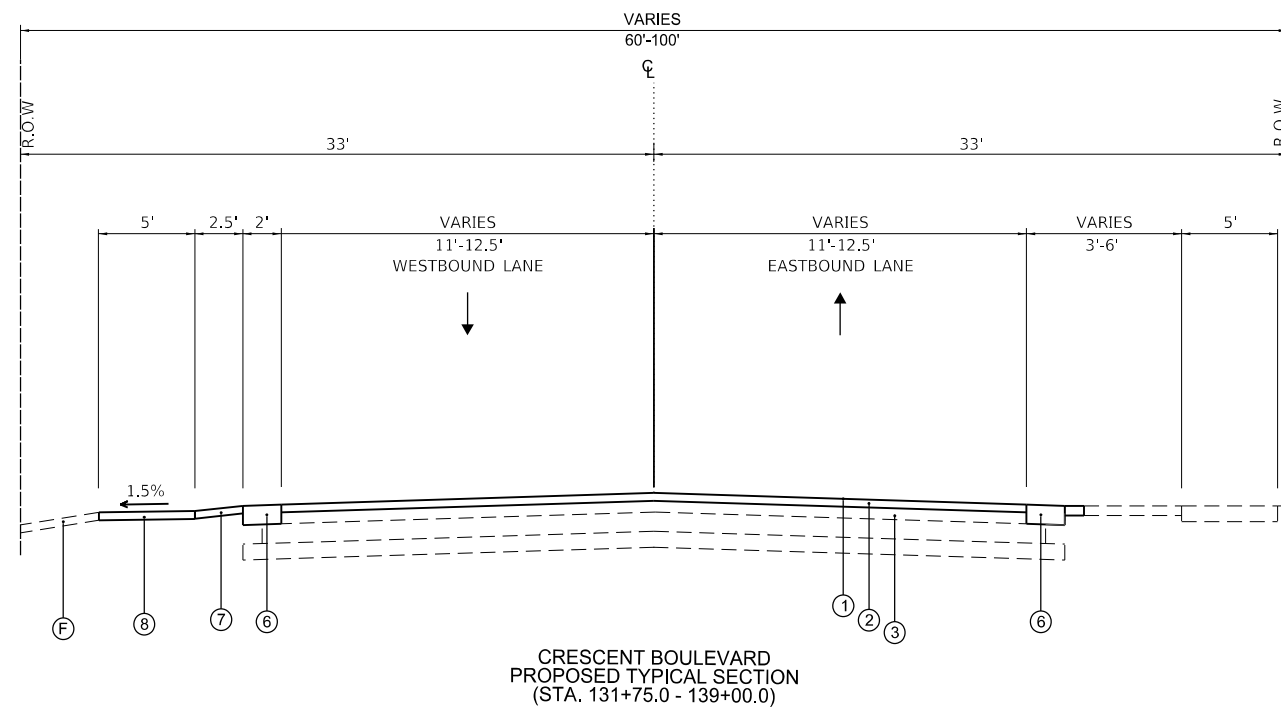
NOTES:

1. THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.
2. THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 72-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS.
3. FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS.
4. QUALITY MANAGEMENT PROGRAM (QMP) IDENTIFIES THE PARTICULAR QUALITY CONTROL SPECIFICATION THAT APPLIES TO THE HMA MIXTURE.



- EXISTING LEGEND**

- (A) EXISTING HMA PAVEMENT, X" +/-
- (B) EXISTING BASE COURSE, X.X" +/-
- (C) EXISTING AGGREGATE BASE COURSE
- (D) EXISTING SUBGRADE
- (E) EXISTING AGGREGATE SHOULDER
- (F) EXISTING LANDSCAPING
- (G) EXISTING PCC SIDEWALK
- (H) HMA SURFACE REMOVAL, VARIABLE DEPTH, X"-X"



- PROPOSED LEGEND**

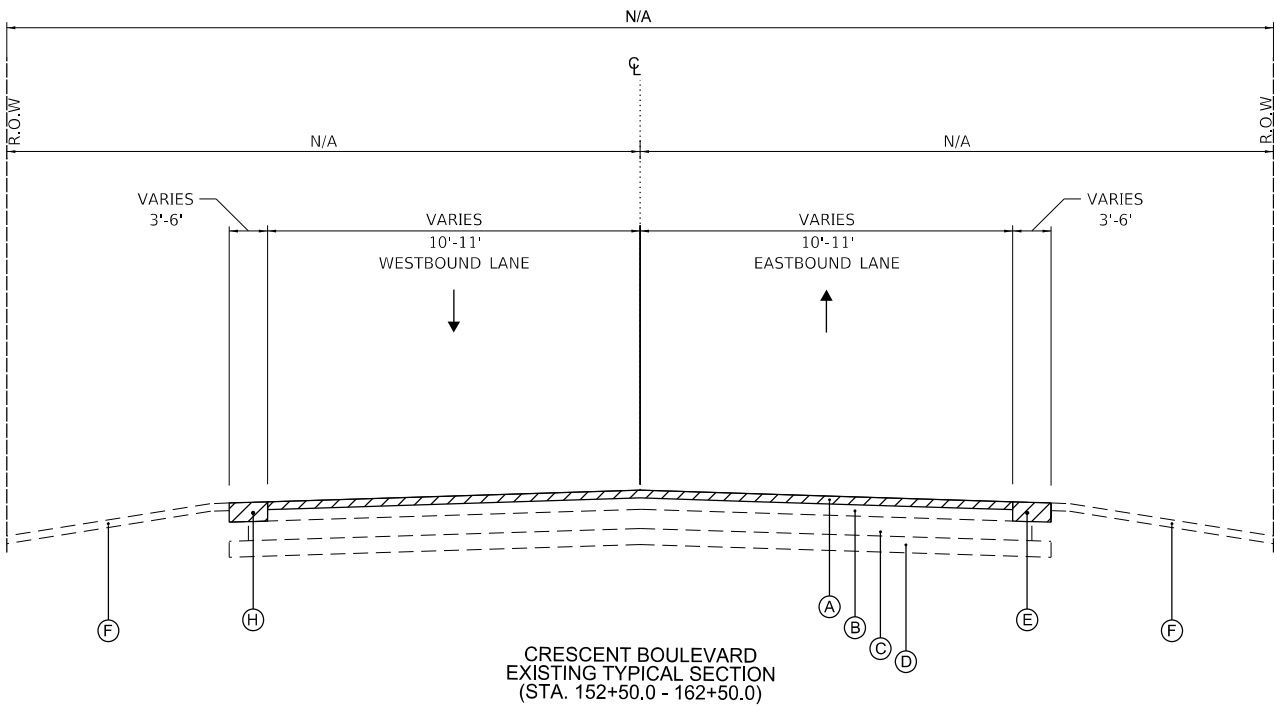
- ① HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N50, X"
- ② HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N50, X"
- ③ POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50, X"
- ④ CLASS D PATCHES, 8"
- ⑤ AGGREGATE BASE COURSE, TYPE B 6"
- ⑥ AGGREGATE SHOULDERS TYPE B 6"
- ⑦ SODDING, SPECIAL
- ⑧ PORTLAND CEMENT CONCRETE SIDEWALK 5 INCH

HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AIR VOIDS @Ndes	DEPTH	QUALITY MANAGEMENT PROGRAM (QMP)
HMA PAVEMENT RESURFACING			
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N50	4% @ 50 GYR	X.X"	QC/QA
HOT-MIX ASPHALT BINDER COURSE IL-9.5, N50	4% @ 50 GYR	X.X"	QC/QA
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50	3.5% @ 50 GYR	X.X"	QC/QA
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	4% @ 50 GYR	X.X"	QC/QA
DRIVEWAYS / TEMPORARY RAMPS & PATCHING			
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N50	4% @ 50 GYR	X.X"	QC/QA
CLASS D PATCH			
HOT-MIX ASPHALT BINDER COURSE IL-19.0, N70	4% @ 50 GYR	X.X"	QC/QA

NOTES:

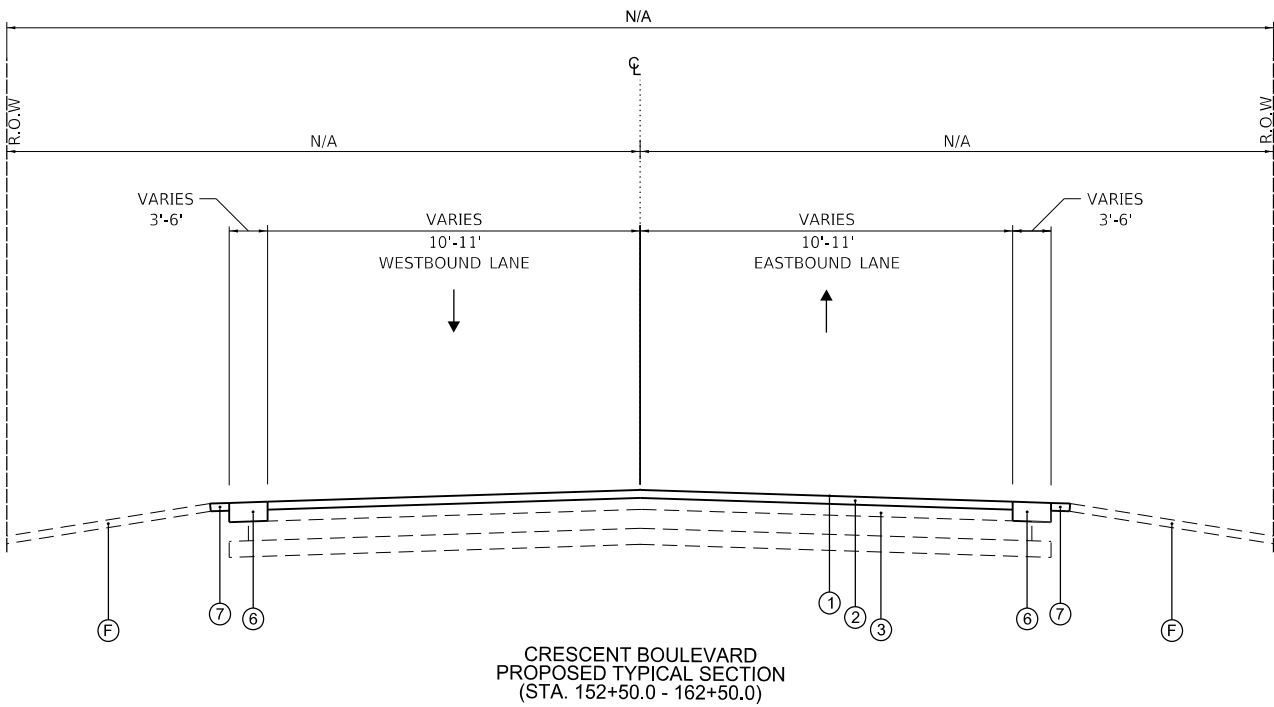
1. THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.
2. THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 72-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS.
3. FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS.
4. QUALITY MANAGEMENT PROGRAM (QMP) IDENTIFIES THE PARTICULAR QUALITY CONTROL SPECIFICATION THAT APPLIES TO THE HMA MIXTURE.



EXISTING LEGEND

- (A) EXISTING HMA PAVEMENT, X" +/-
- (B) EXISTING BASE COURSE, X.X" +/-
- (C) EXISTING AGGREGATE BASE COURSE
- (D) EXISTING SUBGRADE
- (E) EXISTING AGGREGATE SHOULDERS
- (F) EXISTING LANDSCAPING
- (G) HMA SURFACE REMOVAL, VARIABLE DEPTH, X"-X"

 REMOVAL ITEMS



PROPOSED LEGEND

- (1) HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N50, X"
- (2) HOT-MIX ASPHALT BINDER COURSE, IL-9.5, N50, X"
- (3) POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50, X"
- (4) CLASS D PATCHES, 8"
- (5) AGGREGATE BASE COURSE, TYPE B 6"
- (6) AGGREGATE SHOULDERS TYPE B 6"
- (7) SODDING, SPECIAL

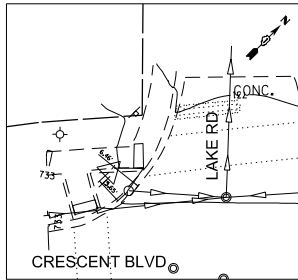
HOT-MIX ASPHALT MIXTURE REQUIREMENTS

MIXTURE TYPE	AIR VOIDS @Ndes	DEPTH	QUALITY MANAGEMENT PROGRAM (QMP)
HMA PAVEMENT RESURFACING			
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N50	4% @ 50 GYR	X.X"	QC/QA
HOT-MIX ASPHALT BINDER COURSE IL-9.5, N50	4% @ 50 GYR	X.X"	QC/QA
POLYMERIZED HOT-MIX ASPHALT BINDER COURSE, IL-4.75, N50	3.5% @ 50 GYR	X.X"	QC/QA
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50	4% @ 50 GYR	X.X"	QC/QA
DRIVEWAYS / TEMPORARY RAMPS & PATCHING			
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", IL-9.5, N50	4% @ 50 GYR	X.X"	QC/QA
CLASS D PATCH			
HOT-MIX ASPHALT BINDER COURSE IL-19.0, N70	4% @ 50 GYR	X.X"	QC/QA

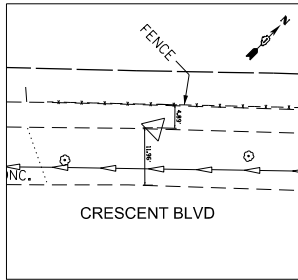
NOTES:
1. THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.
2. THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 72-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS.
3. FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS.
4. QUALITY MANAGEMENT PROGRAM (QMP) IDENTIFIES THE PARTICULAR QUALITY CONTROL SPECIFICATION THAT APPLIES TO THE HMA MIXTURE.

FILE NAME = DE_2022_CB_4_Typ_005.dgn

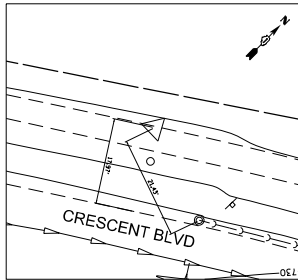
CP 50
STA. 100+67.35, 23.89' LT



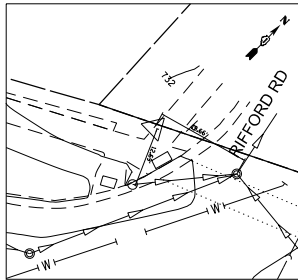
CP 51
STA 104+46.16, 24.37' LT



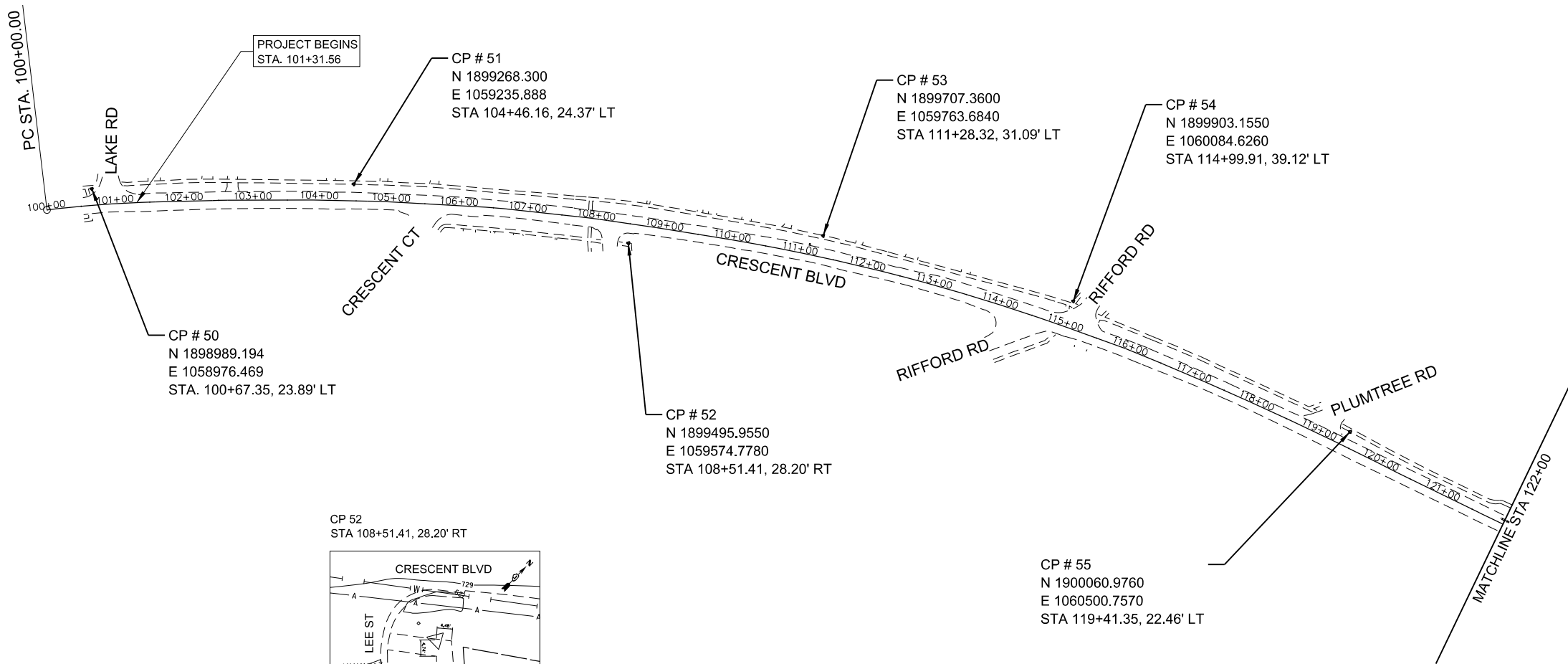
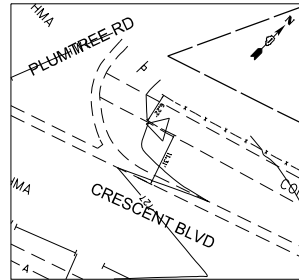
CP 53
STA 111+28.32, 31.09' LT



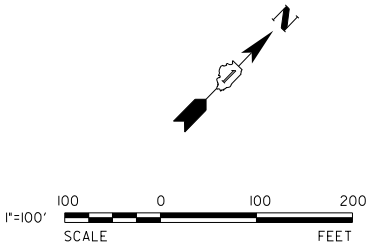
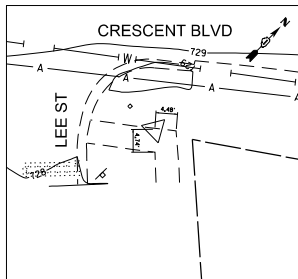
CP 54
STA 114+99.91, 39.12' LT



CP 55
STA 119+41.35, 22.46' LT



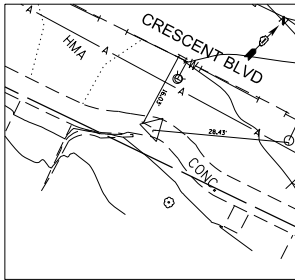
CP 52
STA 108+51.41, 28.20' RT



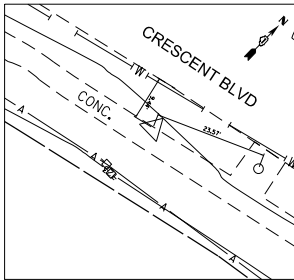
FILE NAME = DE_2022_CB_4-1-ATB_00.dgn

	USER NAME = kchen	DESIGNED - DSD	REVISED -	CRESCENT BLVD ROADWAY IMPROVEMENT PROJECT	SATBS SATB00\$		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - DSD	REVISED -							#TOT	#ATB00
	PLOT SCALE = 200.0000' / in.	CHECKED -	REVISED -				CONTRACT NO.				
	PLOT DATE = 9/2/2022	DATE -	REVISED -				SCALE:	SHEET 01 OF 03 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT

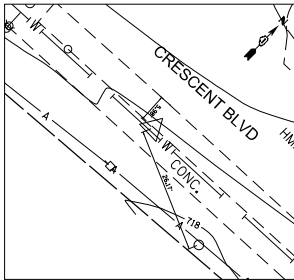
CP 57
STA 119+41.35, 22.46' LT



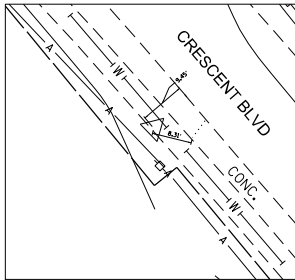
CP 59
STA 132+71.22, 20.19' RT



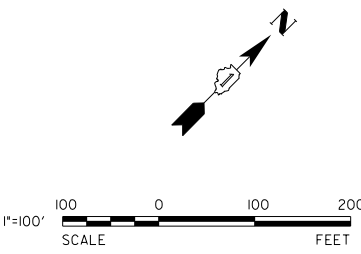
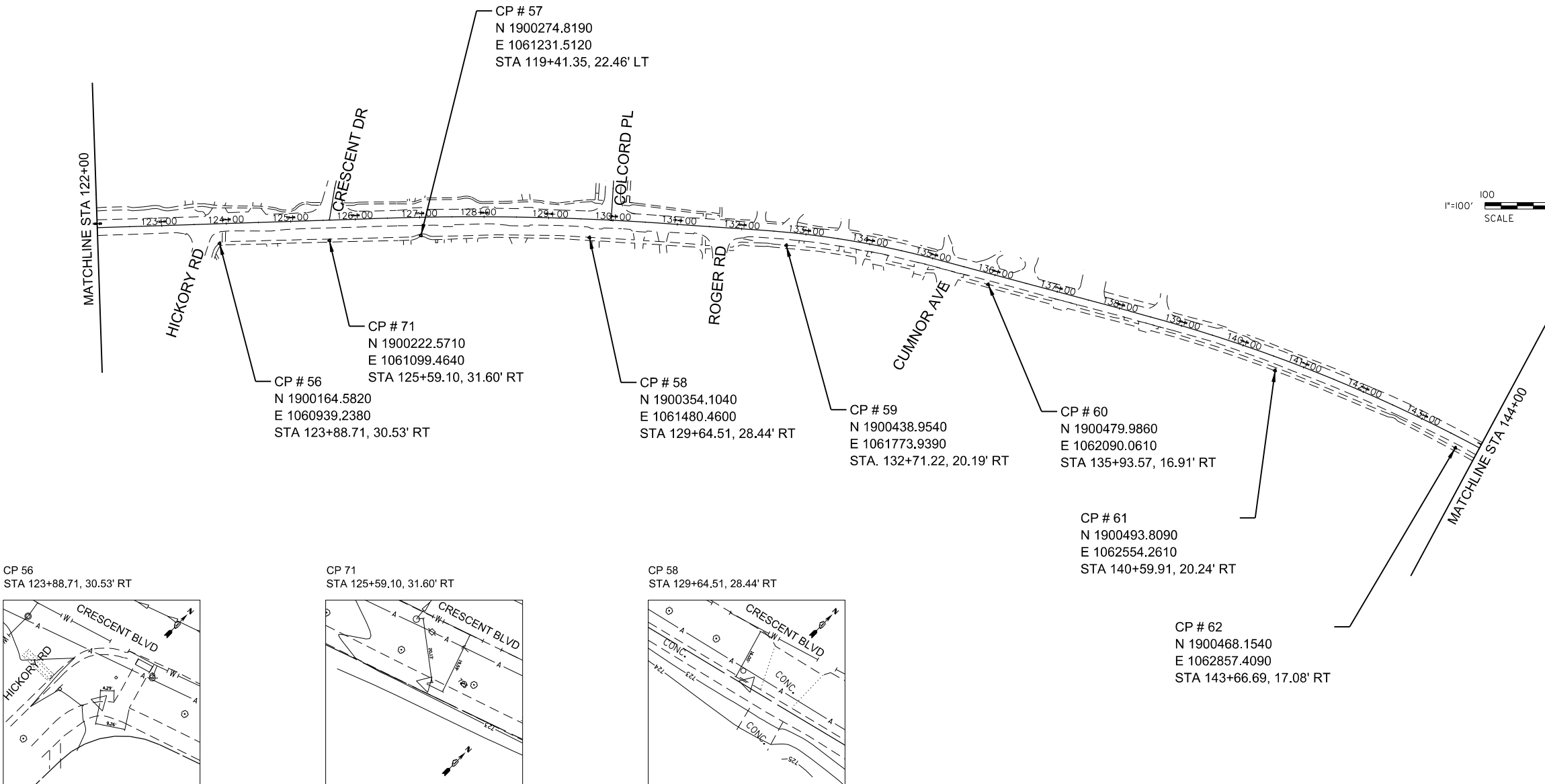
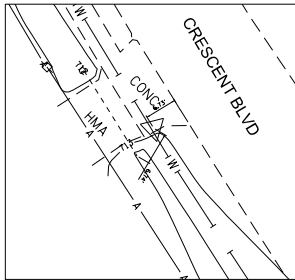
CP 60
STA 135+93.57, 16.91' RT



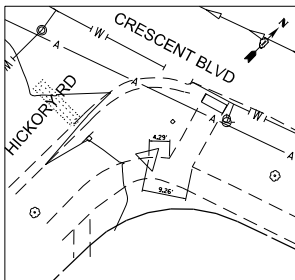
CP 61
STA 140+59.91, 20.24' RT



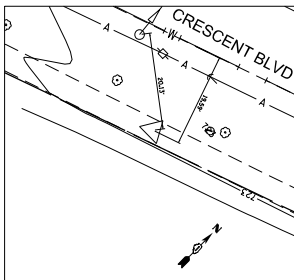
CP 62
STA 143+66.69, 17.08' RT



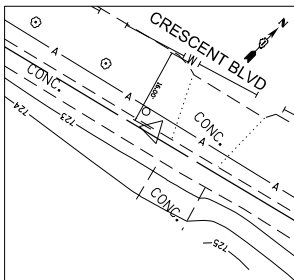
CP 56
STA 123+88.71, 30.53' RT



CP 71
STA 125+59.10, 31.60' RT



CP 58
STA 129+64.51, 28.44' RT

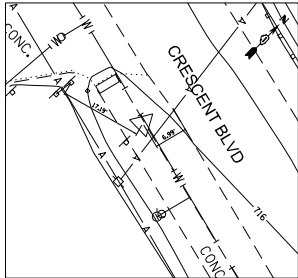


CP # 62
N 1900468.1540
E 1062857.4090
STA 143+66.69, 17.08' RT

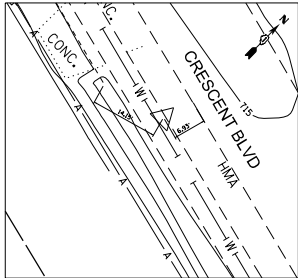
FILE NAME = DE_2022_CB_4-1_ATB_01.dgn

	USER NAME = kchen		DESIGNED - DSD	REVISED -	CRESCENT BLVD ROADWAY IMPROVEMENT PROJECT	SATBS SATB01S		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN - DSD		CHECKED -	REVISED -		SCALE: SHEET 02 OF 03 SHEETS STA. TO STA.					#TOT	#ATB01
	PLOT SCALE = 200.0000' / in.		DATE -	REVISED -				CONTRACT NO.				
	PLOT DATE = 9/2/2022							ILLINOIS FED. AID PROJECT				

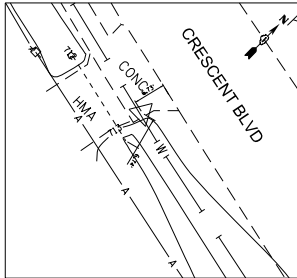
CP 63
STA 146+68.53, 16.28' RT



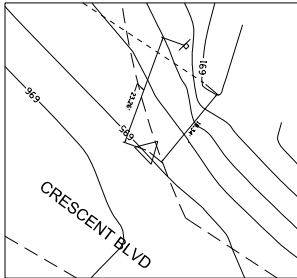
CP 64
STA 149+86.85, 16.89' RT



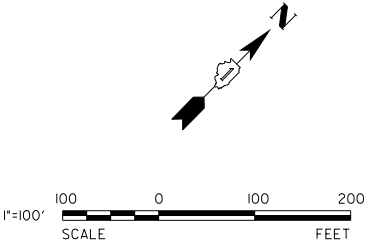
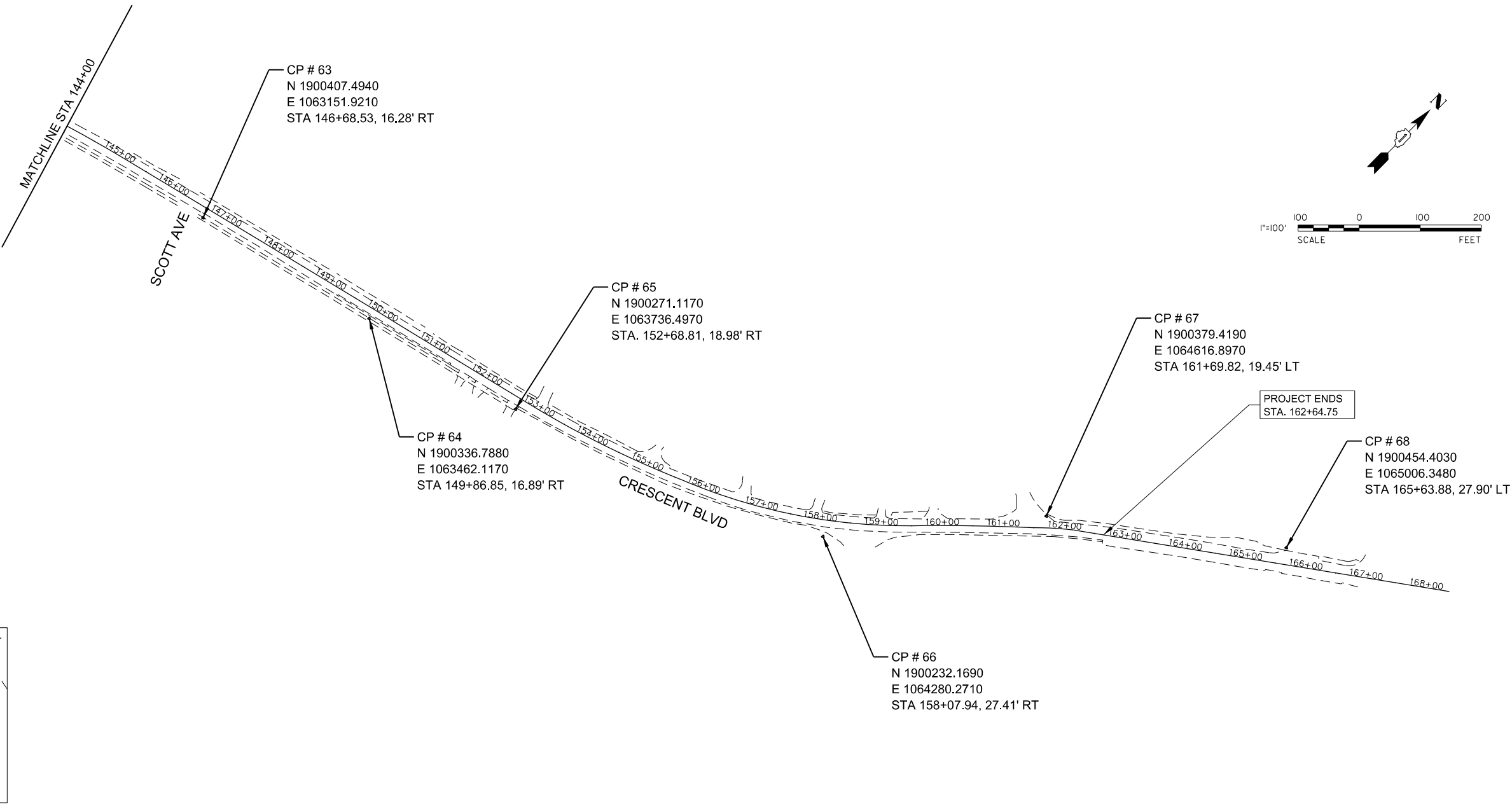
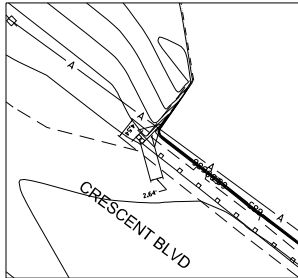
CP 65
STA. 152+68.81, 18.98' RT



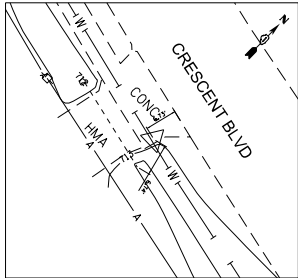
CP 67
STA 161+69.82, 19.45' LT



CP 68
STA 165+63.88, 27.90' LT

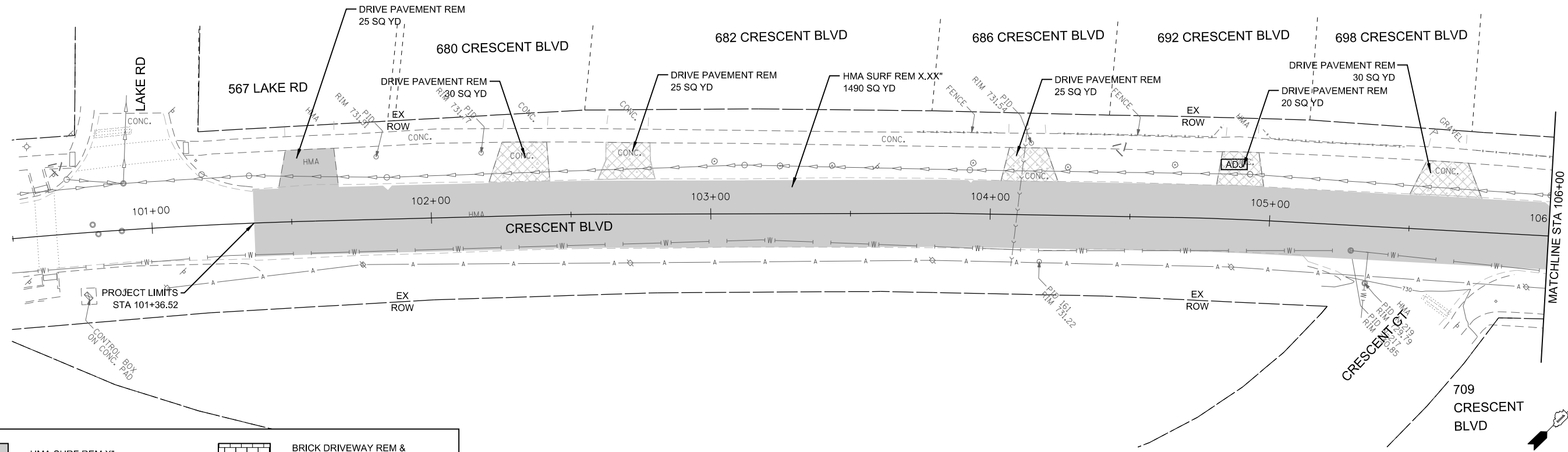


CP 66
STA 158+07.94, 27.41' RT



	USER NAME = kchen	DESIGNED - DSD	REVISED -	CRESCENT BLVD ROADWAY IMPROVEMENT PROJECT	SATBS SATB02\$		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - DSD	REVISED -							#TOT	#ATB02
	PLOT SCALE = 200.0000' / in.	CHECKED -	REVISED -				CONTRACT NO.				
	PLOT DATE = 9/2/2022	DATE -	REVISED -				ILLINOIS FED. AID PROJECT				
SCALE:		SHEET 03 OF 03 SHEETS		STA.		TO STA.					

FILE NAME = DE_2022_CB_4-1-ATB_02.dgn



HMA SURF REM X"

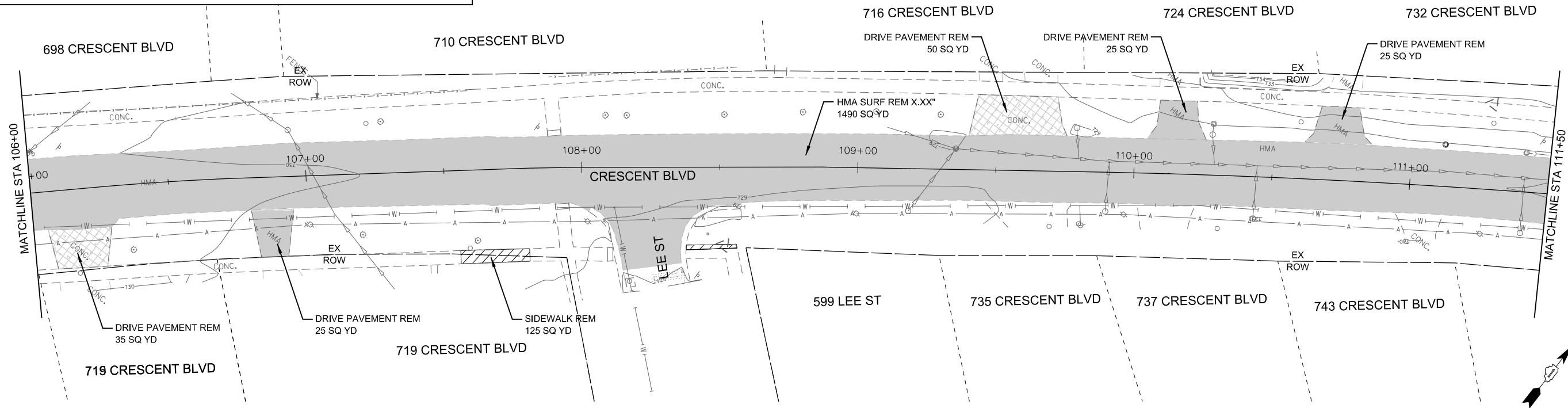
HMA SURF REM BUTT JT

SIDEWALK REM

LINEAR REMOVAL ITEM

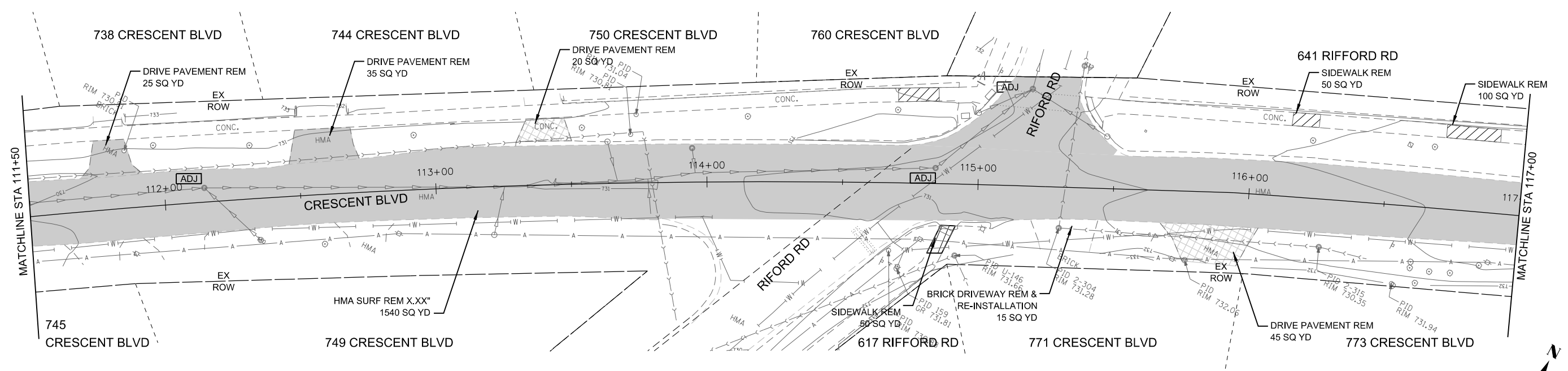
DRIVE PAVEMENT REM

BRICK DRIVEWAY REM & RE-INSTALLATION

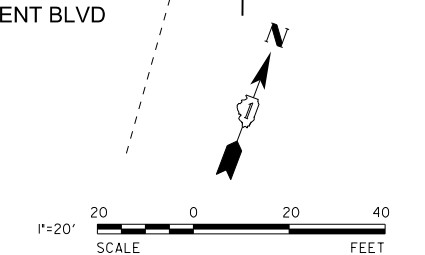
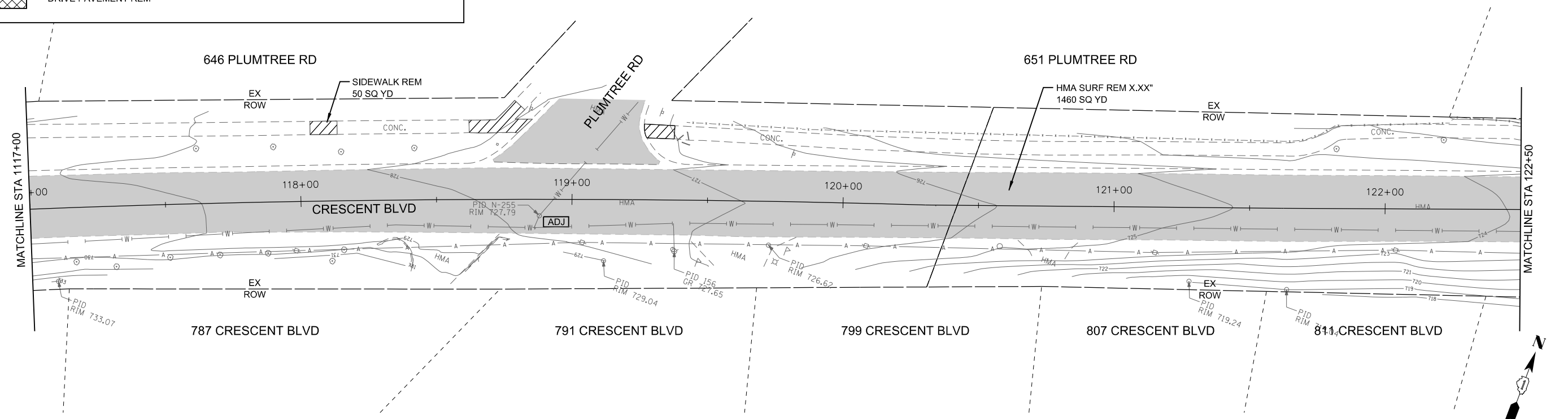
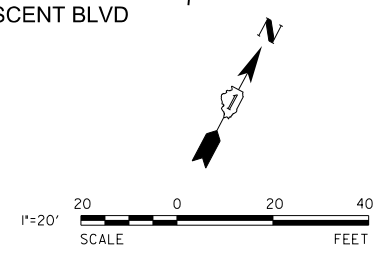


FILE NAME = DE_2022_CB_5_Crescent_00.dgn

Primera	USER NAME = kchen		DESIGNED - DSD	REVISED -	CRESCENT BLVD ROADWAY IMPROVEMENT PROJECT	EXISTING CONDITIONS & REMOVAL PLAN CRESCENT BLVD		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN - DSD		REVIS	REVISED -		SCALE: SHEET 01 OF 06 SHEETS STA. TO STA.					47	11
	PLOT SCALE = 40.0000' / in.		CHECKED -	REVISED -				CONTRACT NO.				
	PLOT DATE = 9/2/2022		DATE -	REVISED -				ILLINOIS FED. AID PROJECT				



	HMA SURF REM X"		BRICK DRIVEWAY REM & RE-INSTALLATION
	HMA SURF REM BUTT JT		
	SIDEWALK REM		
	LINEAR REMOVAL ITEM		
	DRIVE PAVEMENT REM		



FILE NAME = DE_2022_CB_5_Crescent_01.dgn

	USER NAME = kchen	DESIGNED - DSD	REVISED -	CRESCENT BLVD ROADWAY IMPROVEMENT PROJECT	EXISTING CONDITIONS & REMOVAL PLAN CRESCENT BLVD		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 40.0000' / in.	DRAWN - DSD	REVISED -							47	12
	PLOT DATE = 9/2/2022	CHECKED -	REVISED -				CONTRACT NO.				
		DATE -	REVISED -				ILLINOIS FED. AID PROJECT				
SCALE:		SHEET 02 OF 06 SHEETS		STA.		TO STA.					

FILE NAME = DE 2022_CB_5_Crescent_02.dgn



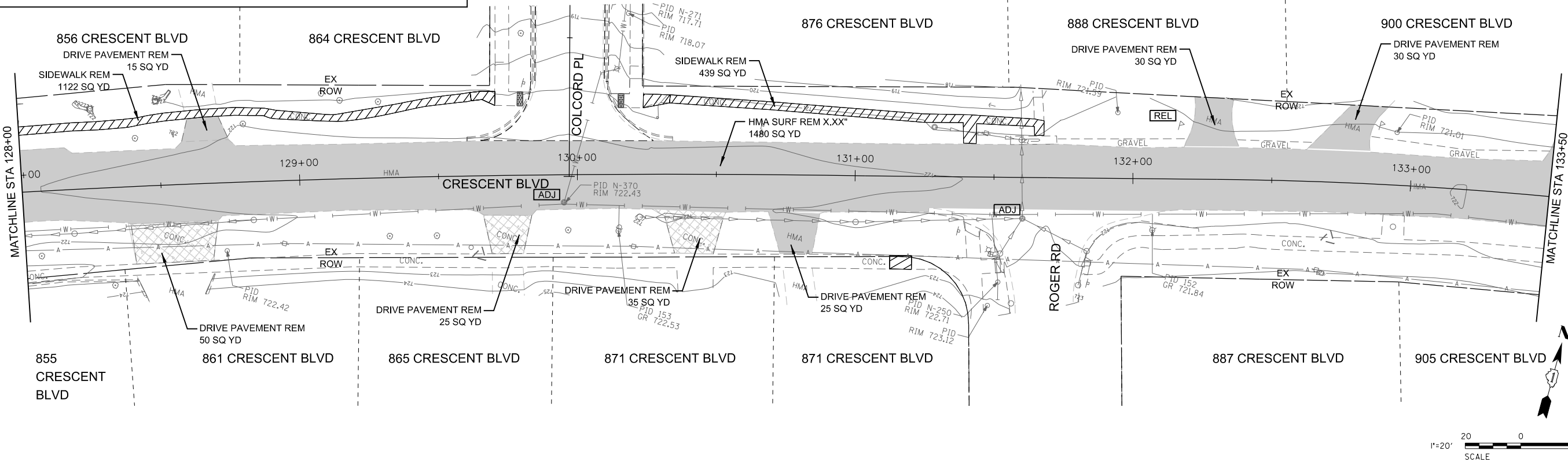
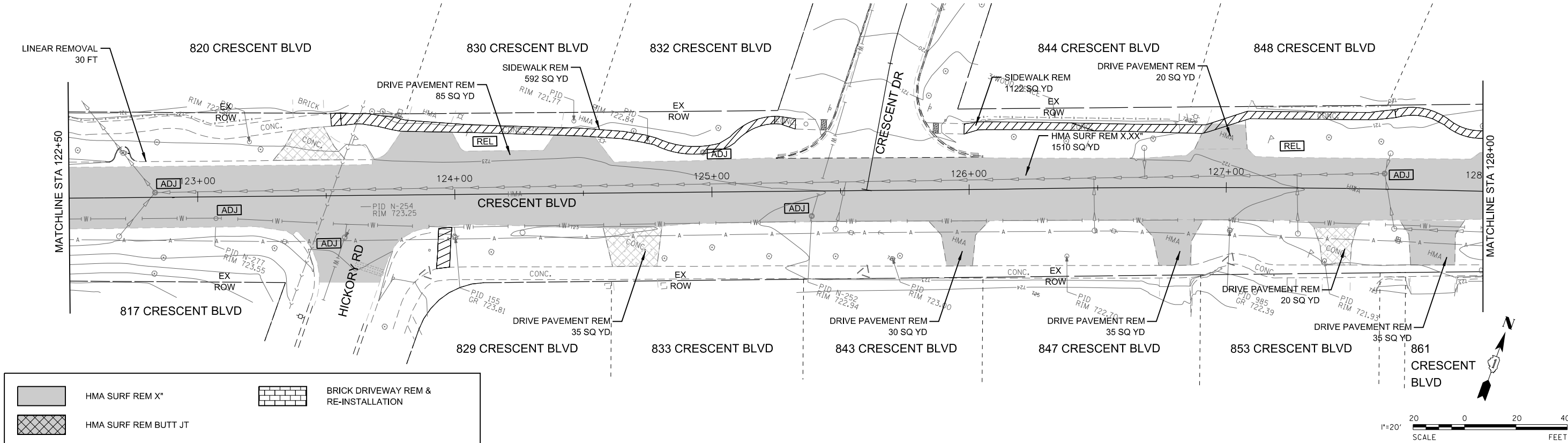
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	DRAWN - DSD	REVISED -
PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 9/2/2022	DATE -	REVISED -

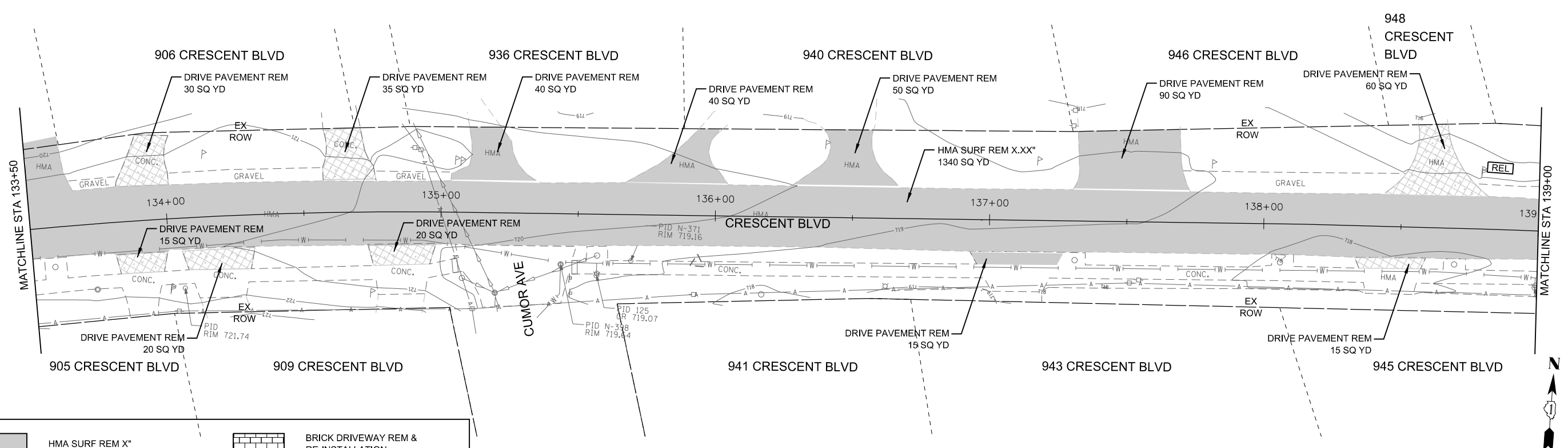
CRESCENT BLVD ROADWAY
IMPROVEMENT PROJECT

EXISTING CONDITIONS & REMOVAL PLAN
CRESCENT BLVD

SCALE: SHEET 03 OF 06 SHEETS STA. TO STA.

F.A. RTÉ.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			47	13
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				





HMA SURF REM X"

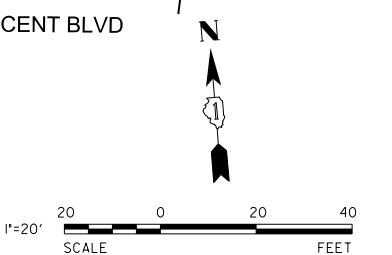
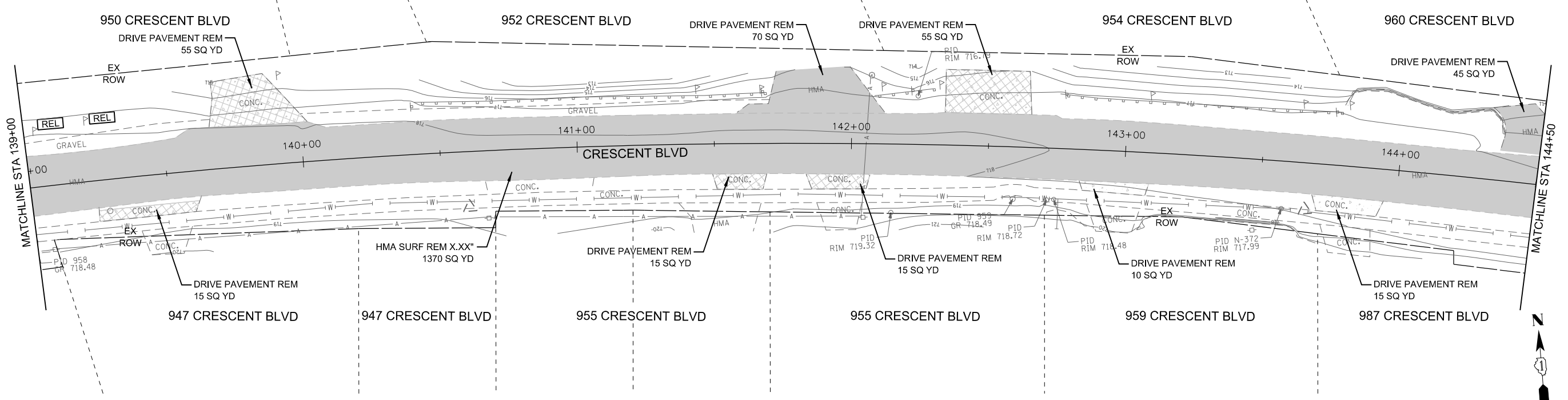
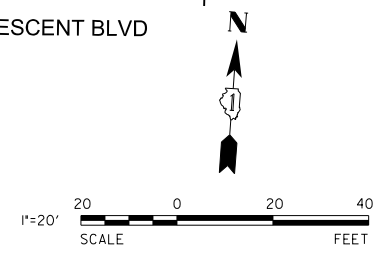
HMA SURF REM BUTT JT

SIDEWALK REM

LINEAR REMOVAL ITEM

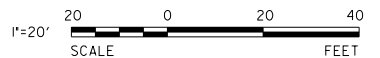
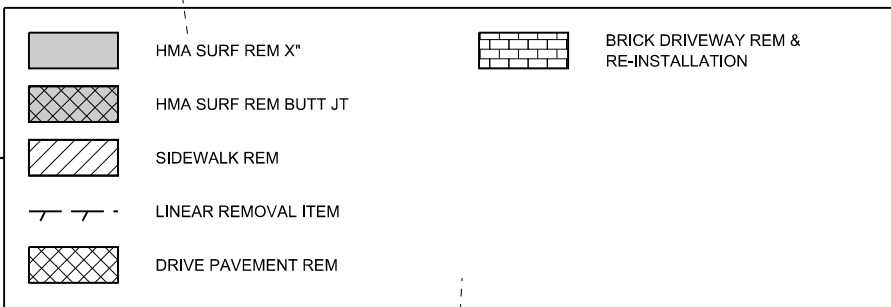
DRIVE PAVEMENT REM

BRICK DRIVEWAY REM & RE-INSTALLATION



FILE NAME = DE_2022_CB_5_Crescent_03.dgn

Primera	USER NAME = kchen	DESIGNED - DSD	REVISED -	CRESCENT BLVD ROADWAY IMPROVEMENT PROJECT	EXISTING CONDITIONS & REMOVAL PLAN CRESCENT BLVD		F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 40.0000' / in.	DRAWN - DSD	REVISED -							47	14
	PLOT DATE = 9/2/2022	CHECKED -	REVISED -				CONTRACT NO.				
		DATE -	REVISED -				ILLINOIS FED. AID PROJECT				
SCALE:		SHEET 04 OF 06 SHEETS		STA.		TO STA.					



FILE NAME = DE_2022_CB_5_Crescent_05.dgn



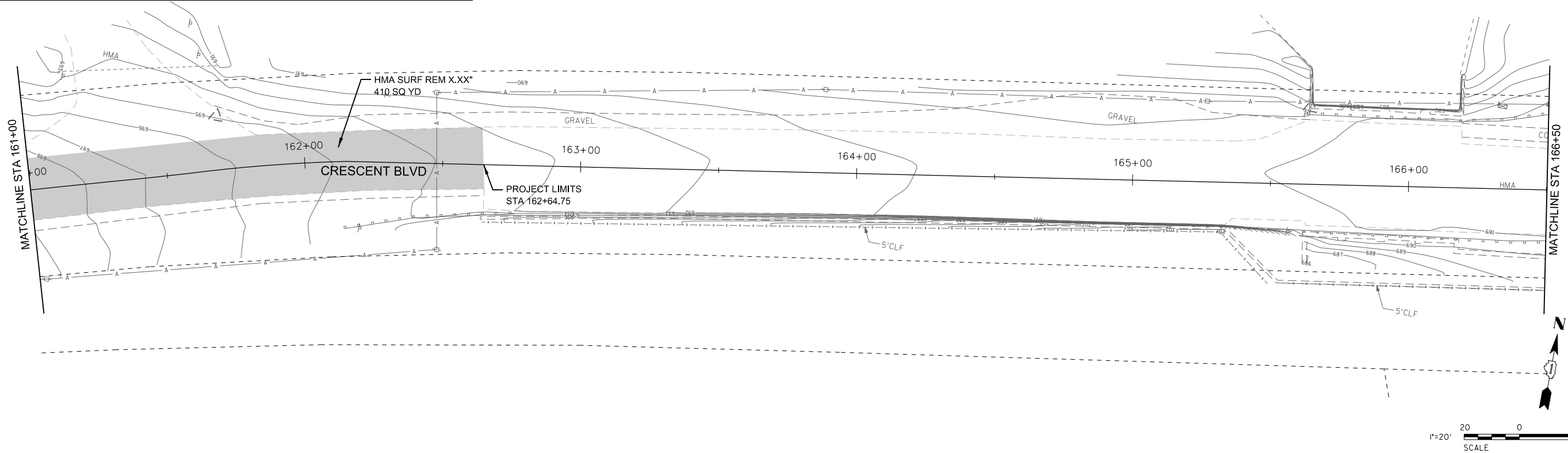
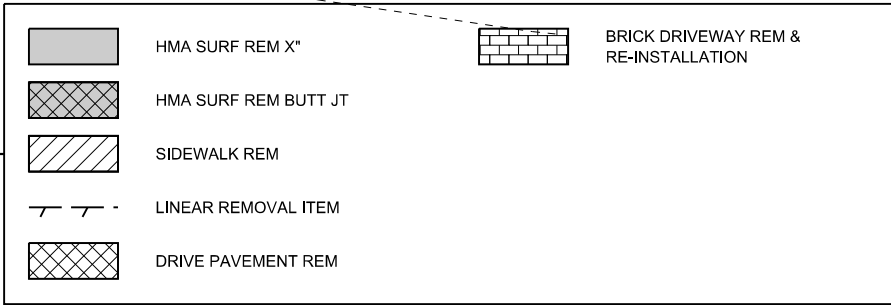
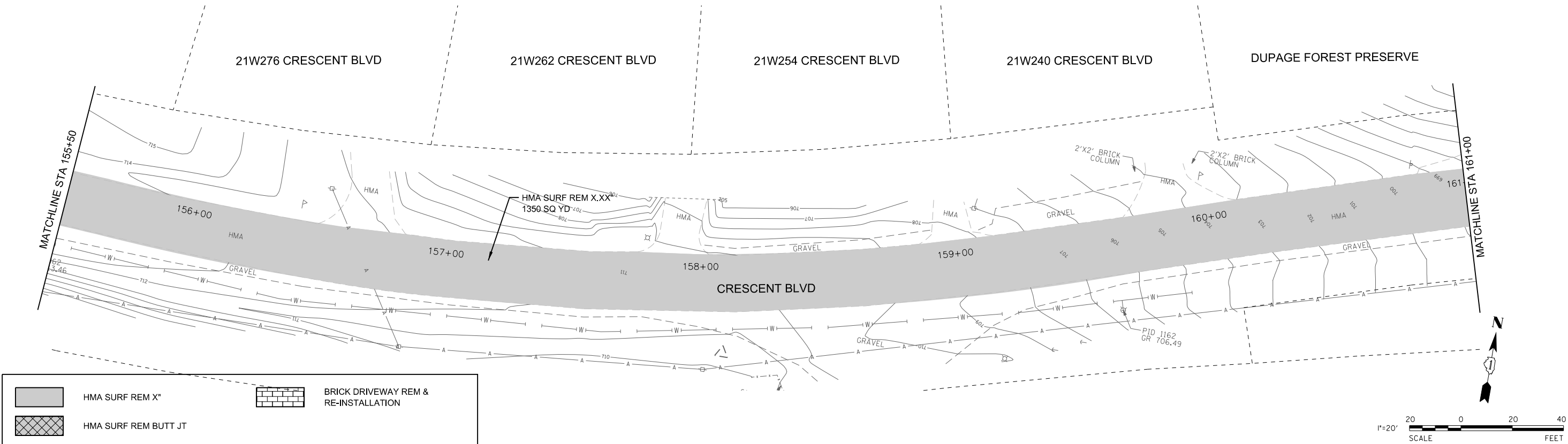
USER NAME = kchen	DESIGNED - DSD	REVISED -
	DRAWN - DSD	REVISED -
PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 9/2/2022	DATE -	REVISED -

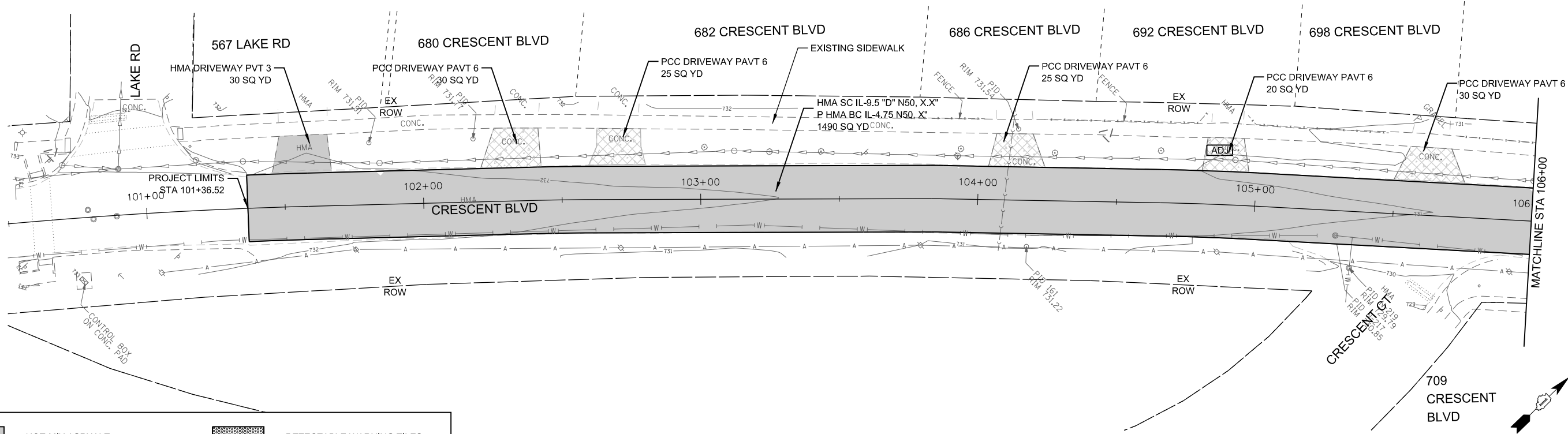
CRESCENT BLVD ROADWAY
IMPROVEMENT PROJECT

EXISTING CONDITIONS & REMOVAL PLAN
CRESCENT BLVD

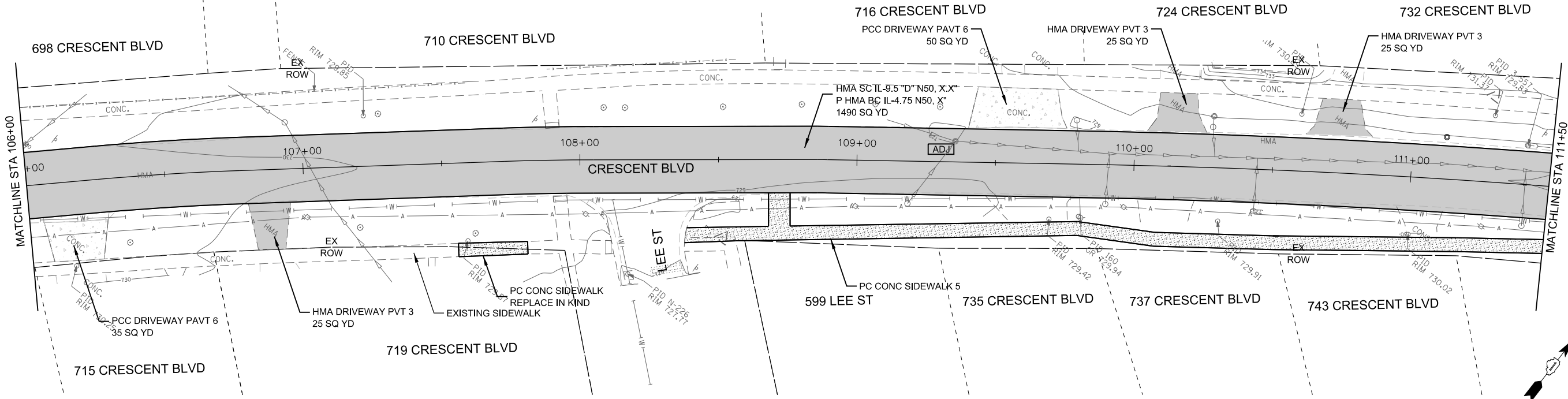
SCALE: SHEET 06 OF 06 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			47	16
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				



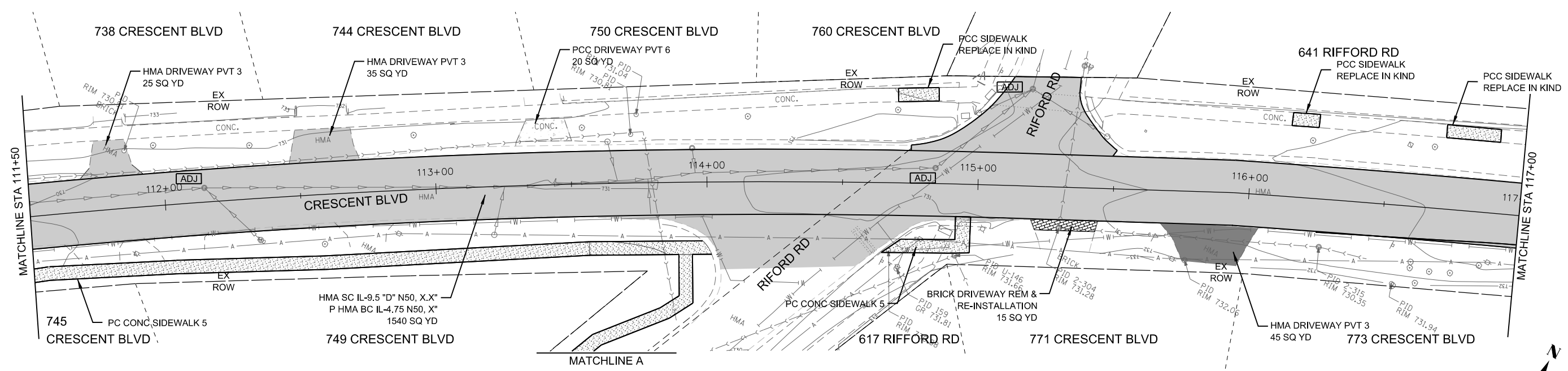


	HOT-MIX ASPHALT		DETECTABLE WARNING TILES
	PC CONC SIDEWALK 5		STRUCTURE ADJUSTMENT
	BRICK DRIVEWAY REM & RE-INSTALLATION		STRUCTURE RECONSTRUCTED
	HMA DRIVEWAY PAVT 3		
	PCC DRIVEWAY PVT 6		



FILE NAME = DE 2022 CB 6 Crescent.dgn

	USER NAME = kchen			DESIGNED - DSD	REVISED -	CRESCENT BLVD ROADWAY IMPROVEMENT PROJECT			ROADWAY PLAN CRESCENT BLVD			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN - DSD			REVIS	ED										47	17
	PLOT SCALE = 40.0000' / in.			CHECKED -	REVISED -							CONTRACT NO.				
	PLOT DATE = 9/2/2022			DATE -	REVISED -				SCALE:	SHEET 01	OF 06 SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT		



HOT-MIX ASPHALT

PC CONC SIDEWALK 5

BRICK DRIVEWAY REM & RE-INSTALLATION

HMA DRIVEWAY PAVT 3

PCC DRIVEWAY PVT 6

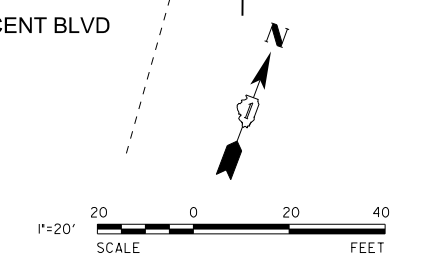
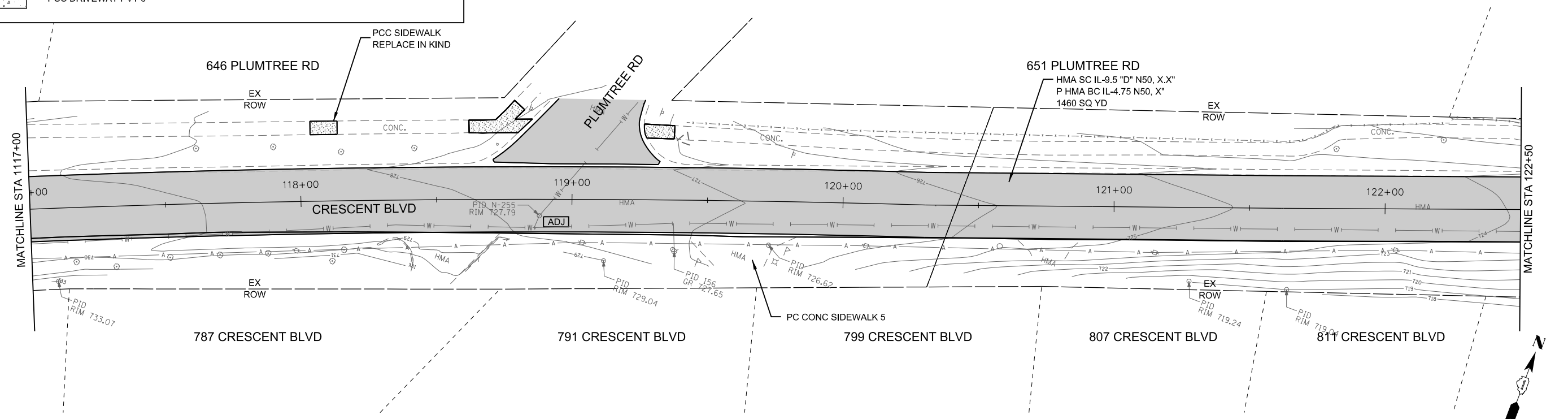
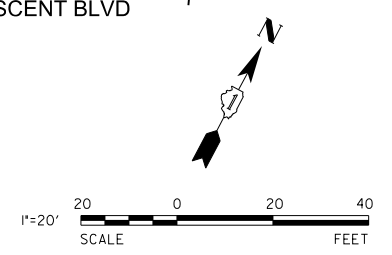
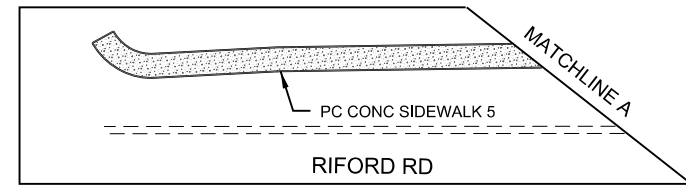
DETECTABLE WARNING TILES

ADJ

STRUCTURE ADJUSTMENT

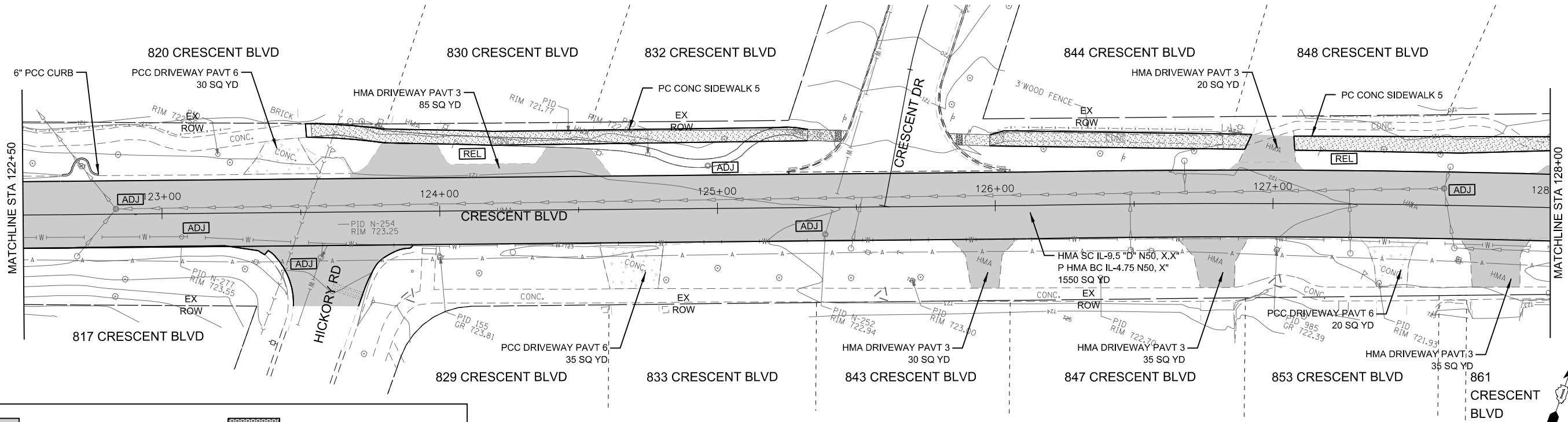
REC

STRUCTURE RECONSTRUCTED

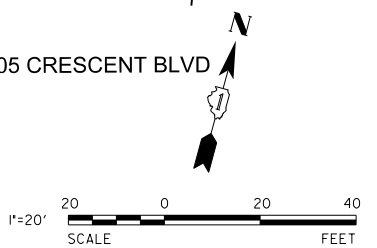
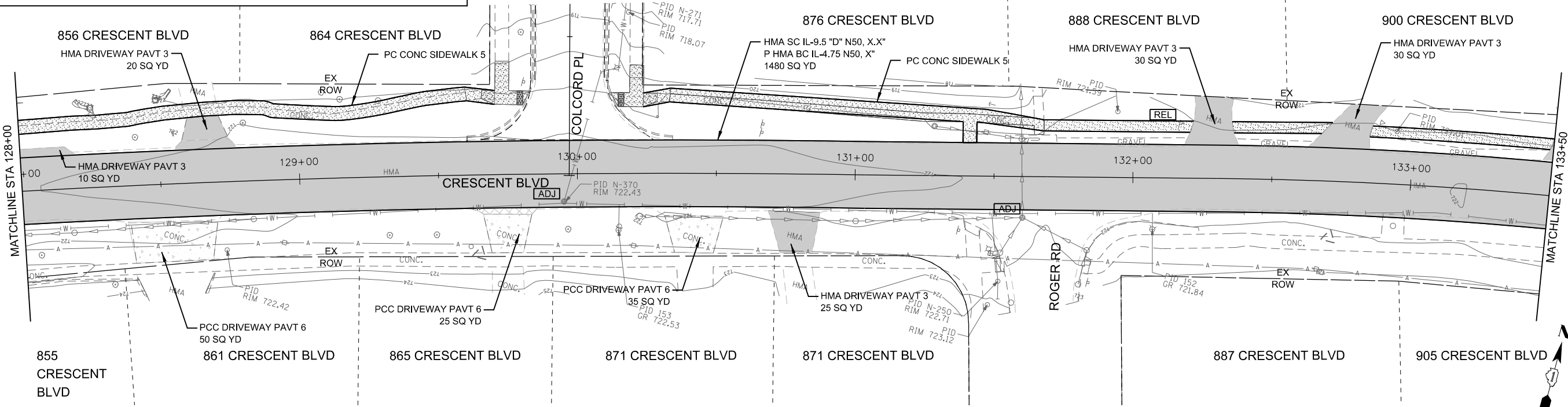
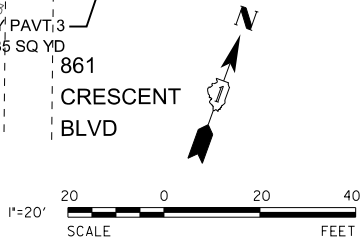


FILE NAME = DE 2022 CB 6 Crescent 01.dgn

Primera	USER NAME = kchen	DESIGNED - DSD	REVISED -	CRESCENT BLVD ROADWAY IMPROVEMENT PROJECT	ROADWAY PLAN CRESCENT BLVD			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - DSD	REVISED -								47	18
	PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -		SCALE: SHEET 02 OF 06 SHEETS STA. TO STA.			CONTRACT NO.				
	PLOT DATE = 9/2/2022	DATE -	REVISED -					ILLINOIS FED. AID PROJECT				

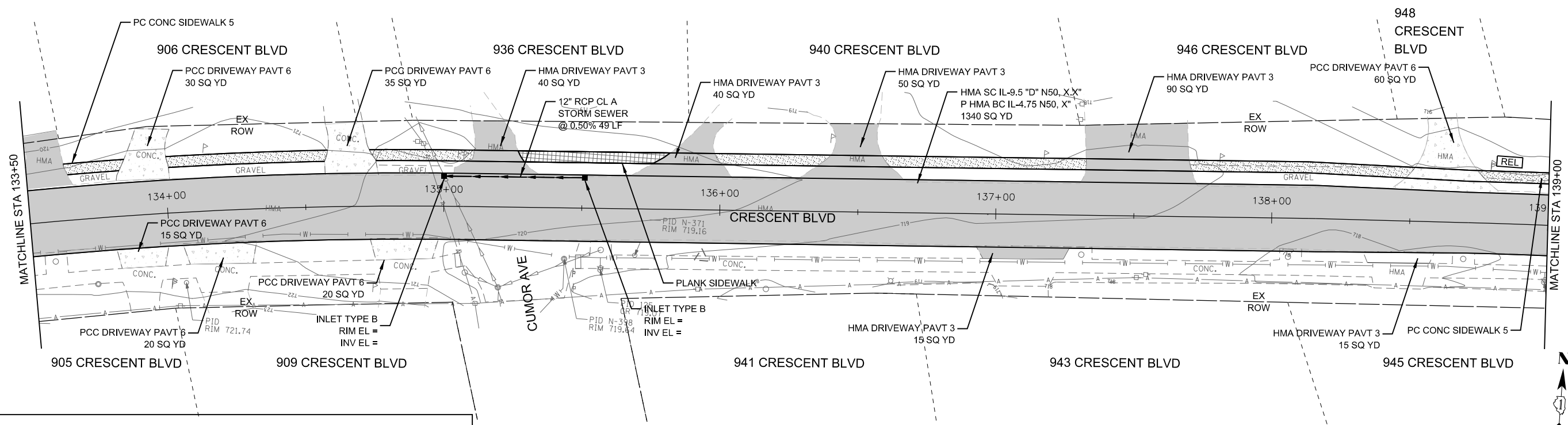


	HOT-MIX ASPHALT		DETECTABLE WARNING TILES
	PC CONC SIDEWALK 5		STRUCTURE ADJUSTMENT
	BRICK DRIVEWAY REM & RE-INSTALLATION		STRUCTURE RECONSTRUCTED
	HMA DRIVEWAY PAVT 3		
	PCC DRIVEWAY PVT 6		



FILE NAME = DE 2022_CB_6_Crescent_02.dgn

	USER NAME = kchen		DESIGNED - DSD	REVISED -	CRESCENT BLVD ROADWAY IMPROVEMENT PROJECT	ROADWAY PLAN CRESCENT BLVD					F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN - DSD		CHECKED -	REVISED -		SCALE:								47	19
	PLOT SCALE = 40.0000' / in.		DATE -	REVISED -		SHEET 03 OF 06 SHEETS			STA.	TO STA.	CONTRACT NO.				
	PLOT DATE = 9/2/2022								ILLINOIS FED. AID PROJECT						



HOT-MIX ASPHALT

PC CONC SIDEWALK 5

BRICK DRIVEWAY REM & RE-INSTALLATION

HMA DRIVEWAY PAVT 3

PCC DRIVEWAY PVT 6

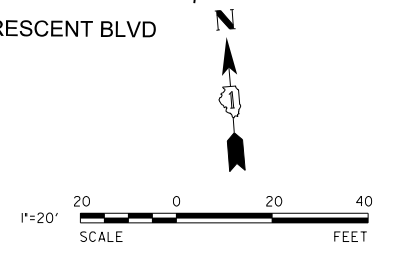
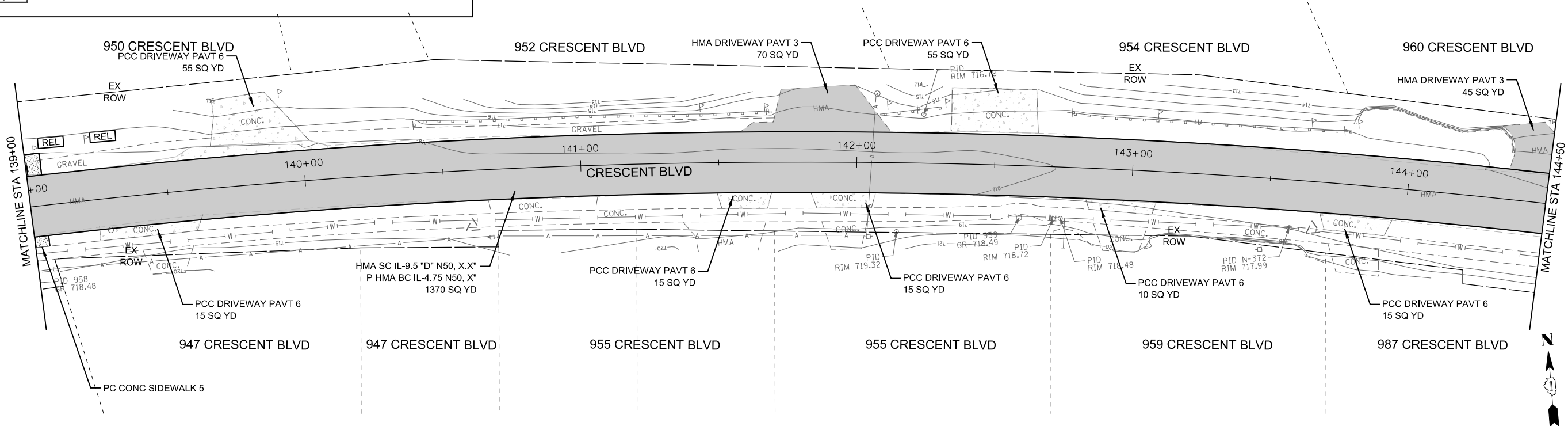
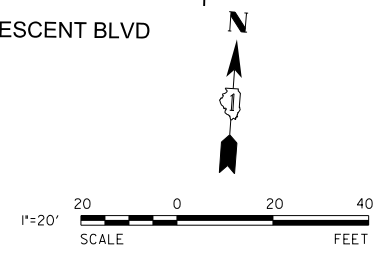
DETECTABLE WARNING TILES

ADJ

STRUCTURE ADJUSTMENT

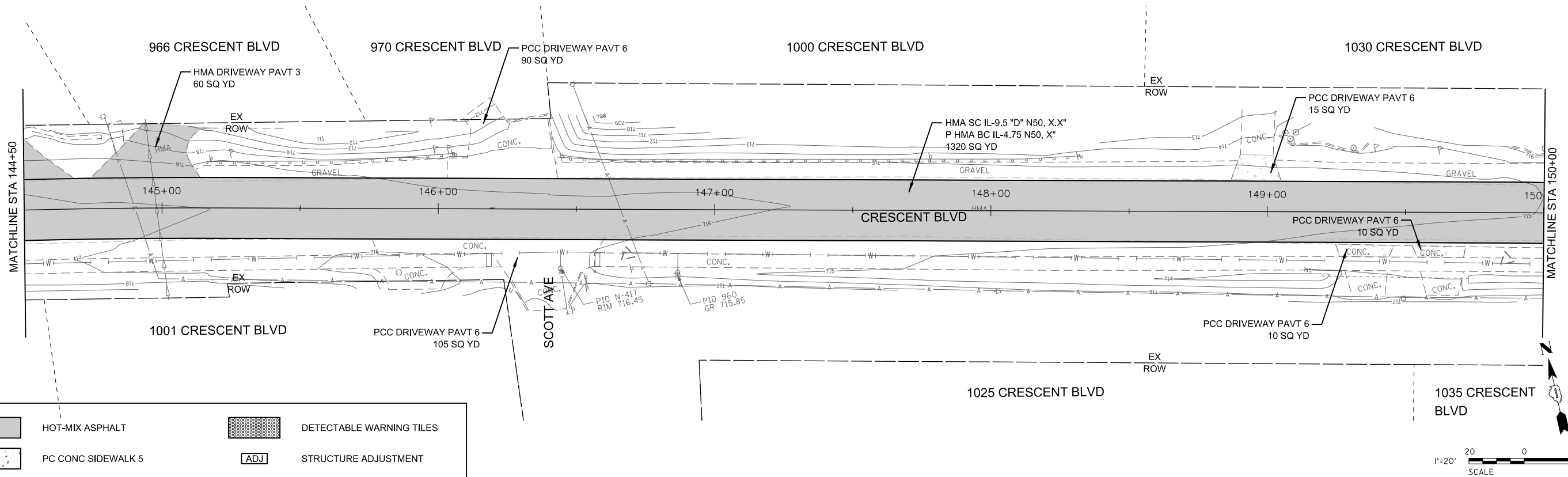
REC

STRUCTURE RECONSTRUCTED

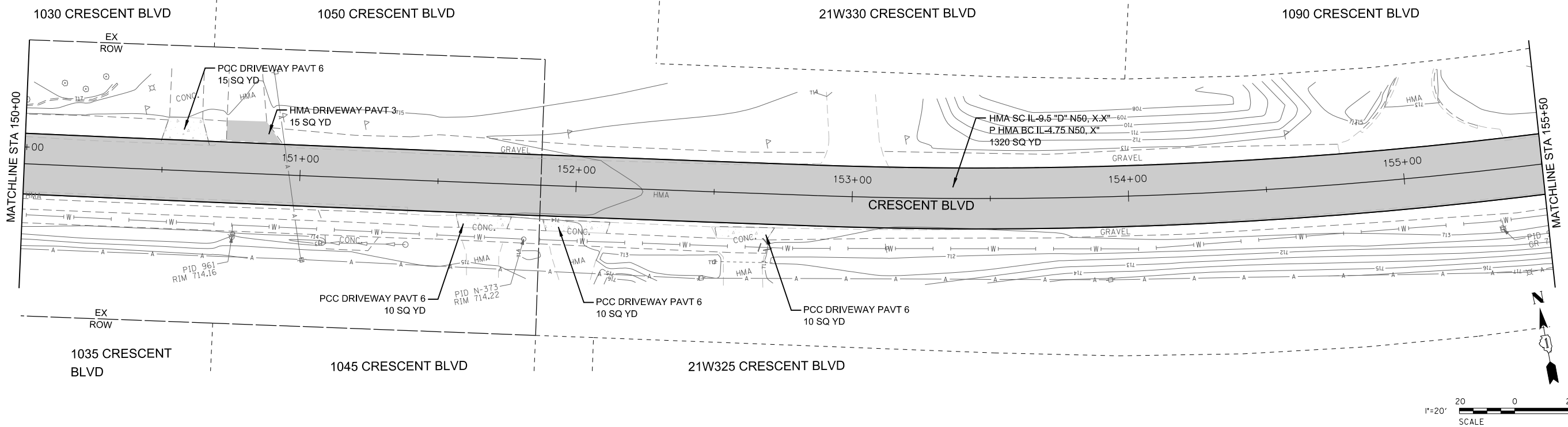


FILE NAME = DE 2022 CB 6_Crescent_03.dgn

Primera	USER NAME = kchen		DESIGNED - DSD	REVISED -	CRESCENT BLVD ROADWAY IMPROVEMENT PROJECT	ROADWAY PLAN CRESCENT BLVD			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN - DSD		CHECKED -	REVISED -		SCALE:						47	20
	PLOT SCALE = 40.0000' / in.		DATE -	REVISED -		SHEET 04 OF 06 SHEETS			CONTRACT NO.				
	PLOT DATE = 9/2/2022					STA. TO STA.			ILLINOIS FED. AID PROJECT				



	HOT-MIX ASPHALT		DETECTABLE WARNING TILES
	PC CONC SIDEWALK 5		STRUCTURE ADJUSTMENT
	BRICK DRIVEWAY REM & RE-INSTALLATION		STRUCTURE RECONSTRUCTED
	HMA DRIVEWAY PAVT 3		
	PCC DRIVEWAY PVT 6		



FILE NAME = DE 2022 CB 6 Crescent_04.dgn

	USER NAME = kchen	DESIGNED - DSD	REVISED -	CRESCENT BLVD ROADWAY IMPROVEMENT PROJECT	ROADWAY PLAN CRESCENT BLVD				F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
		DRAWN - DSD	REVISED -									47	21
	PLOT SCALE = 40.0000 ' / in.	CHECKED -	REVISED -						CONTRACT NO.				
	PLOT DATE = 9/2/2022	DATE -	REVISED -										
					SCALE:	SHEET 05	OF 06	SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT		

FILE NAME = DE_2022_CB_6_Crescent_06.dgn



USER NAME = kchen	DESIGNED - DSD	REVISED -
	DRAWN - DSD	REVISED -
PLOT SCALE = 40.0000' / in.	CHECKED -	REVISED -
PLOT DATE = 9/2/2022	DATE -	REVISED -

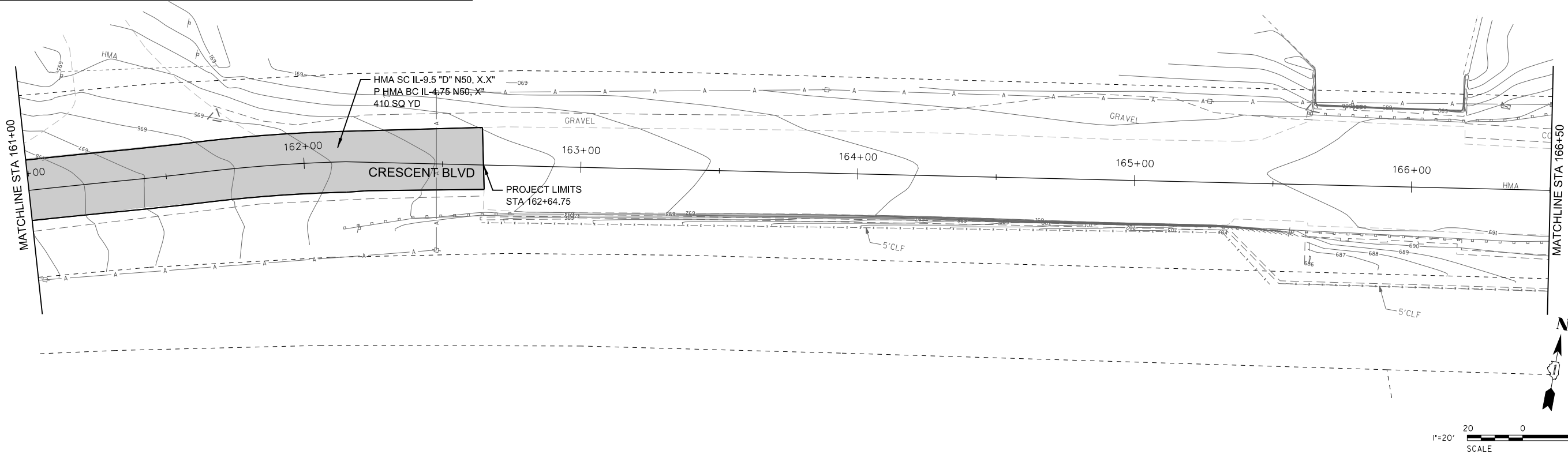
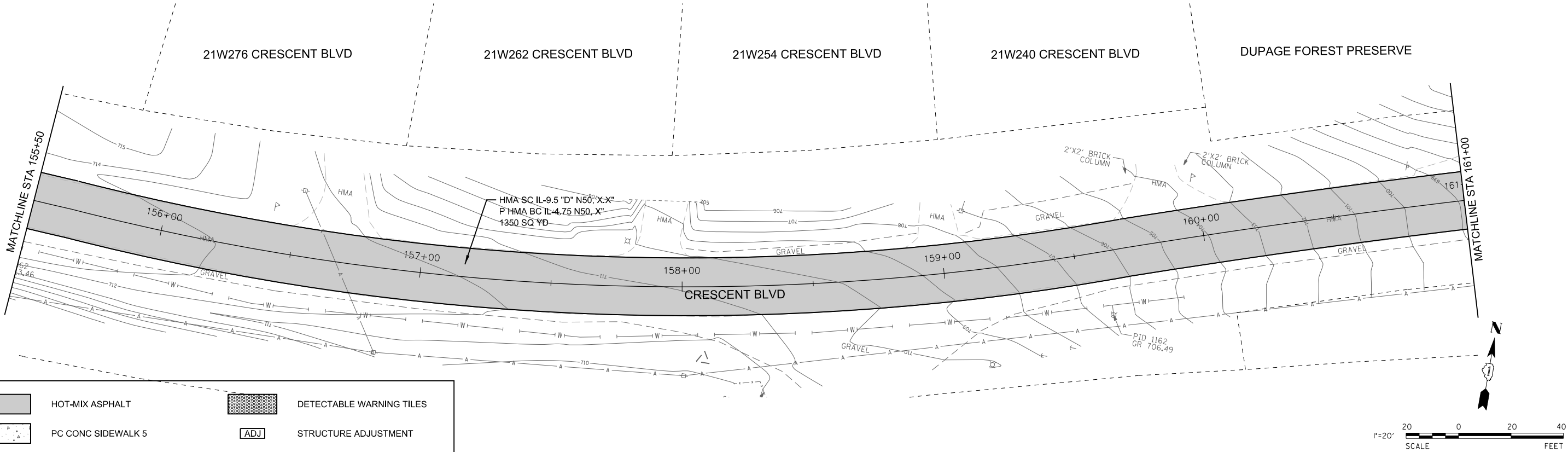
CRESCENT BLVD ROADWAY
IMPROVEMENT PROJECT

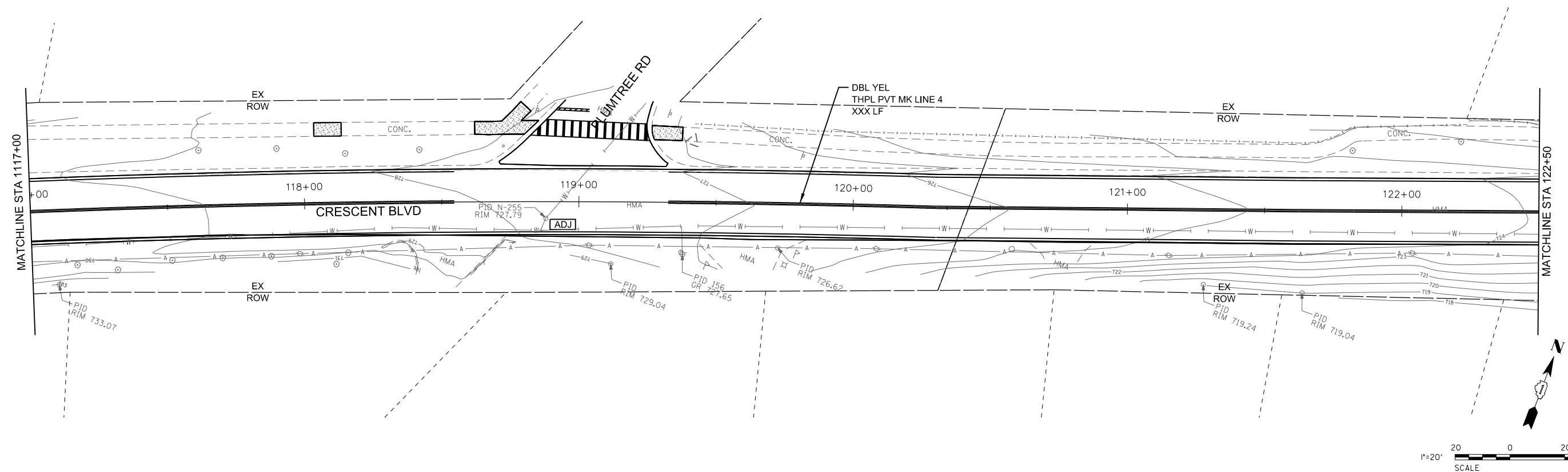
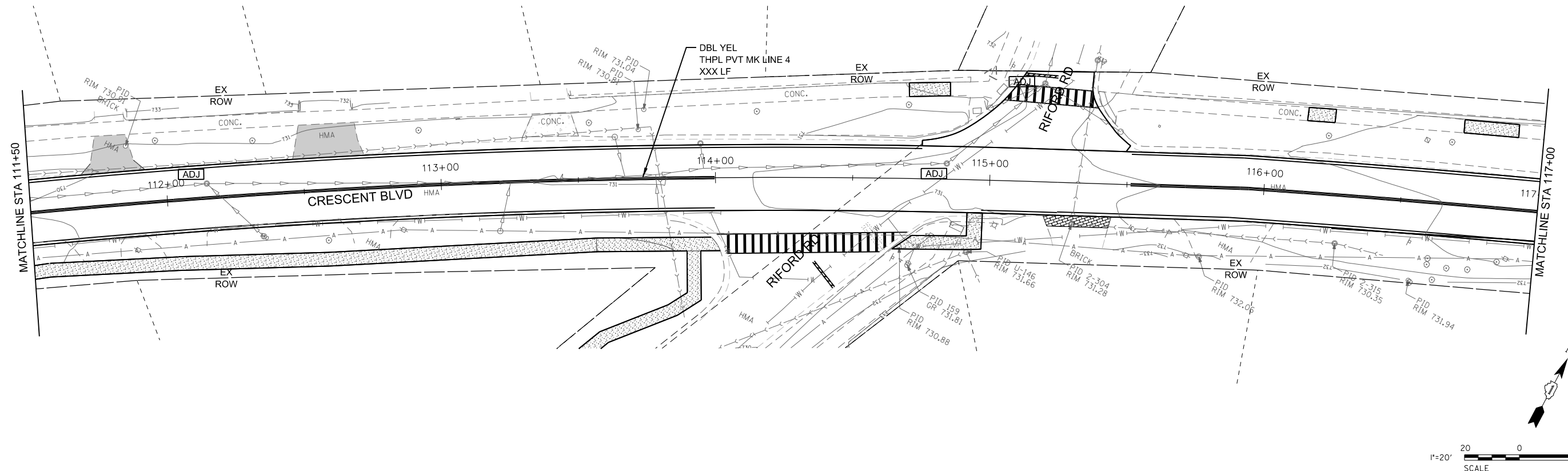
ROADWAY PLAN CRESCENT BLVD

SCALE: SHEET 06 OF 06 SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			47	22
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

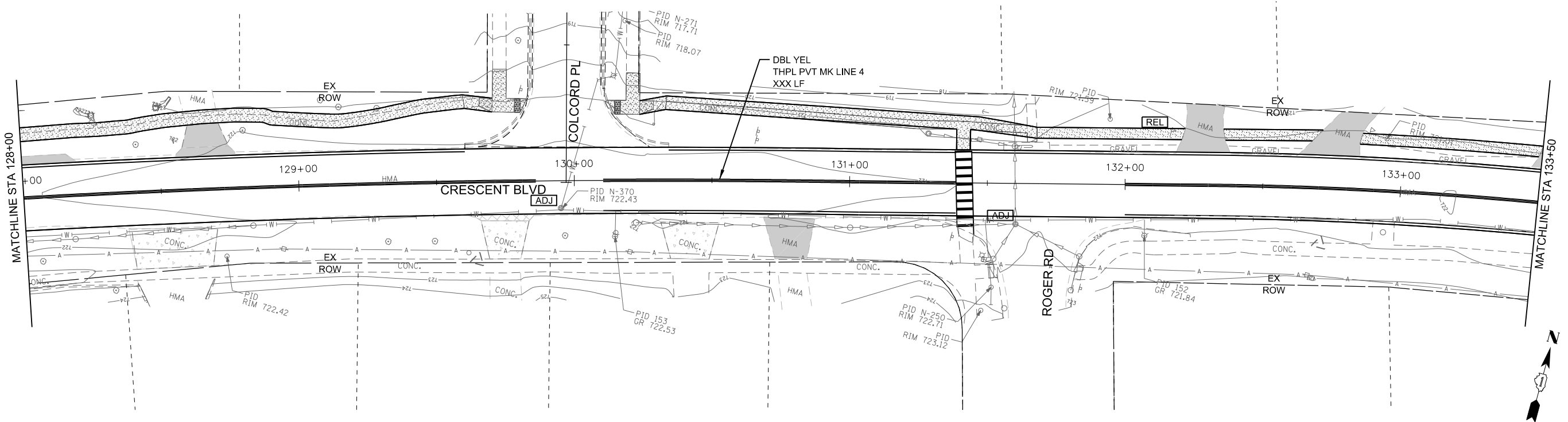
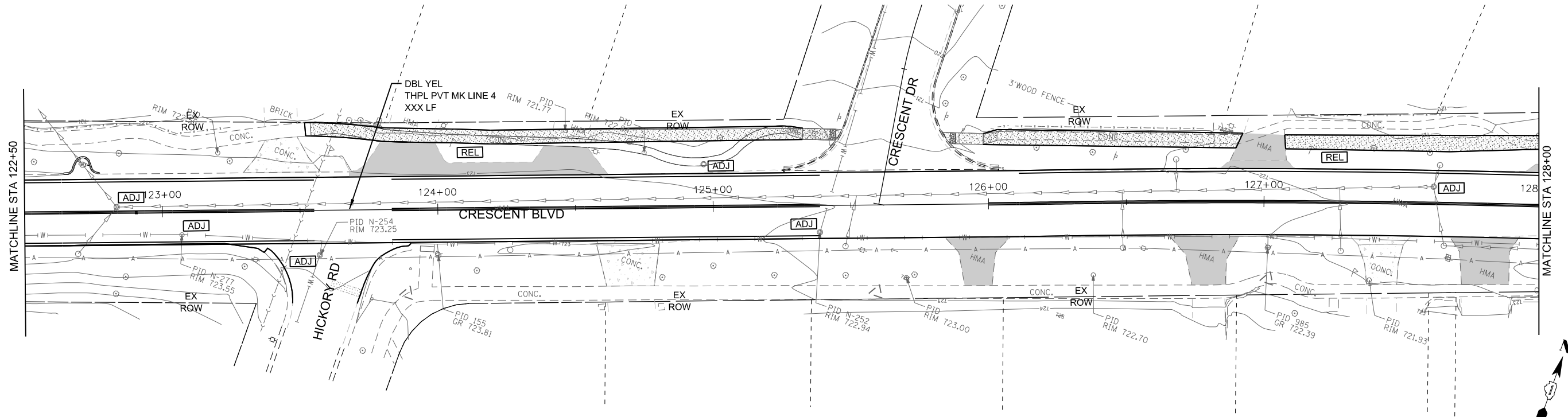
	HOT-MIX ASPHALT		DETECTABLE WARNING TILES
	PC CONC SIDEWALK 5		STRUCTURE ADJUSTMENT
	BRICK DRIVEWAY REM & RE-INSTALLATION		STRUCTURE RECONSTRUCTED
	HMA DRIVEWAY PAVT 3		
	PCC DRIVEWAY PVT 6		





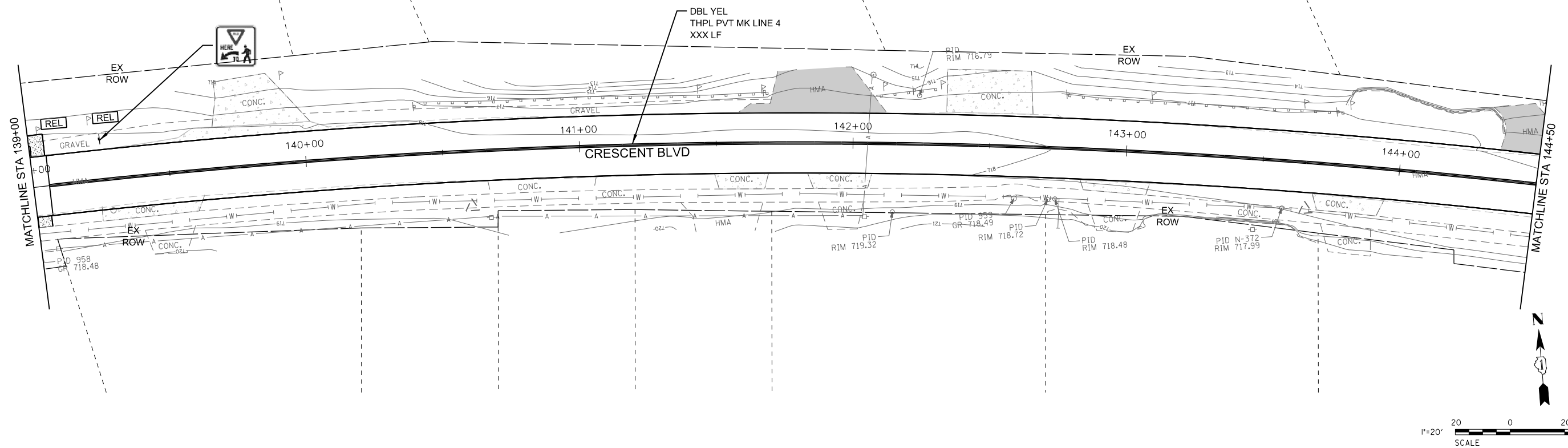
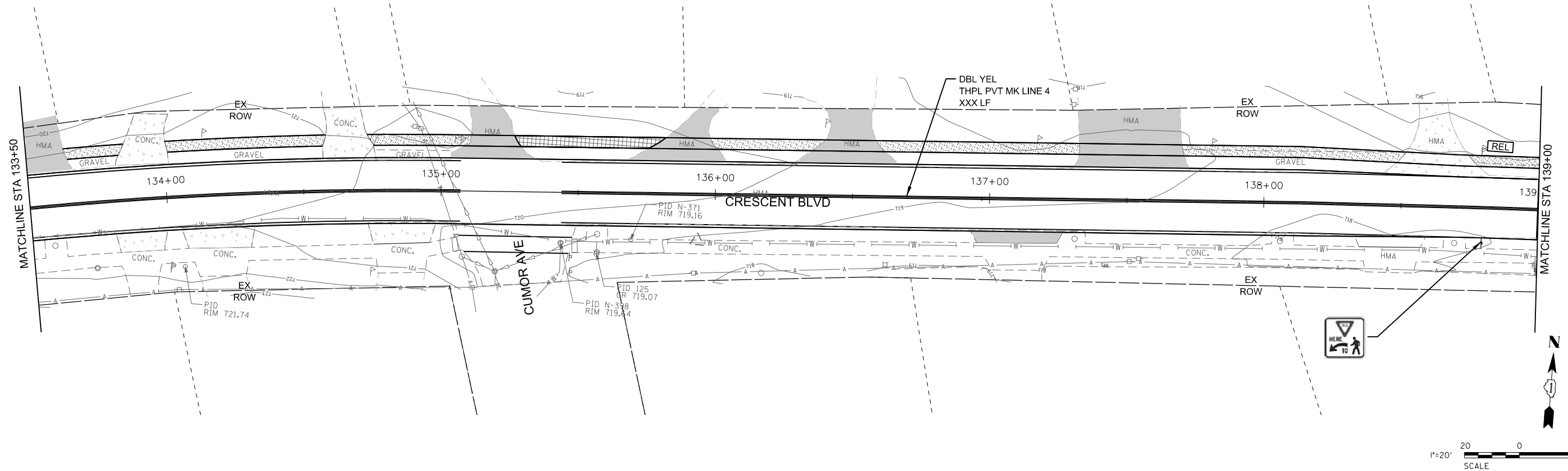
FILE NAME = DE 2022 CB 8 Crescent.dgn

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	PLOT SCALE = 40.0000' / in.	DRAWN - DSD	REVISED -							47	30
	PLOT DATE = 9/2/2022	CHECKED -	REVISED -				CONTRACT NO.				
		DATE -	REVISED -				ILLINOIS FED. AID PROJECT				
SCALE:		SHEET 01 OF 05 SHEETS		STA.		TO STA.					



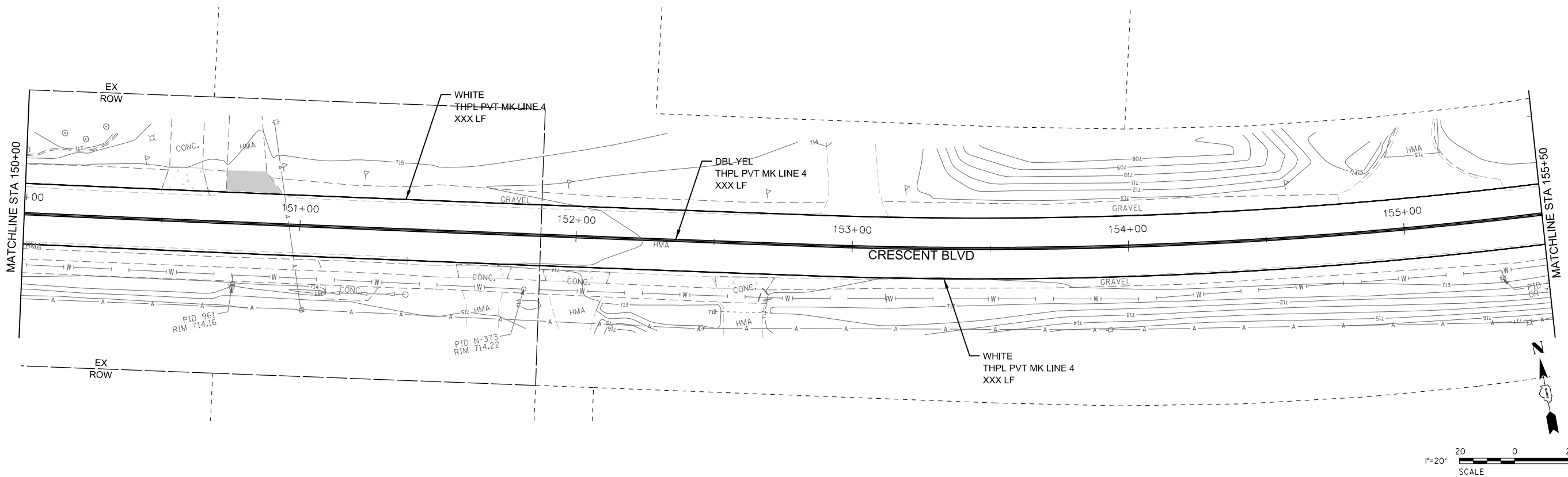
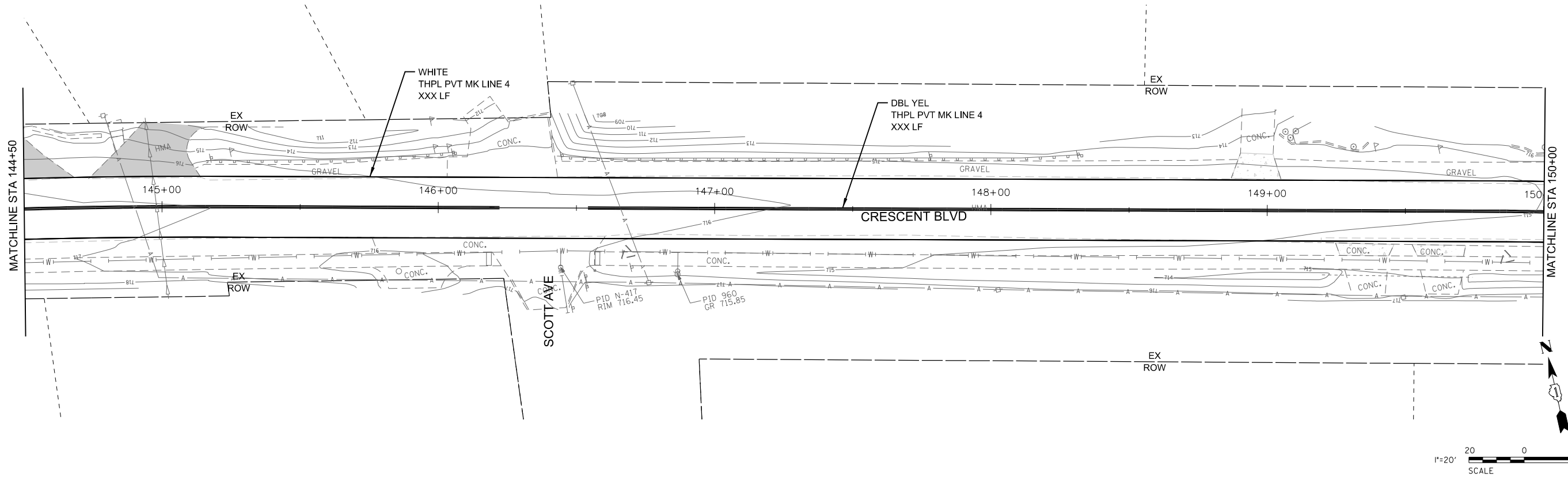
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	DRAWN - DSD		CHECKED -	REVISED -		SCALE: SHEET 02 OF 05 SHEETS STA. TO STA.					47	31
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	PLOT DATE = 9/2/2022							ILLINOIS FED. AID PROJECT				



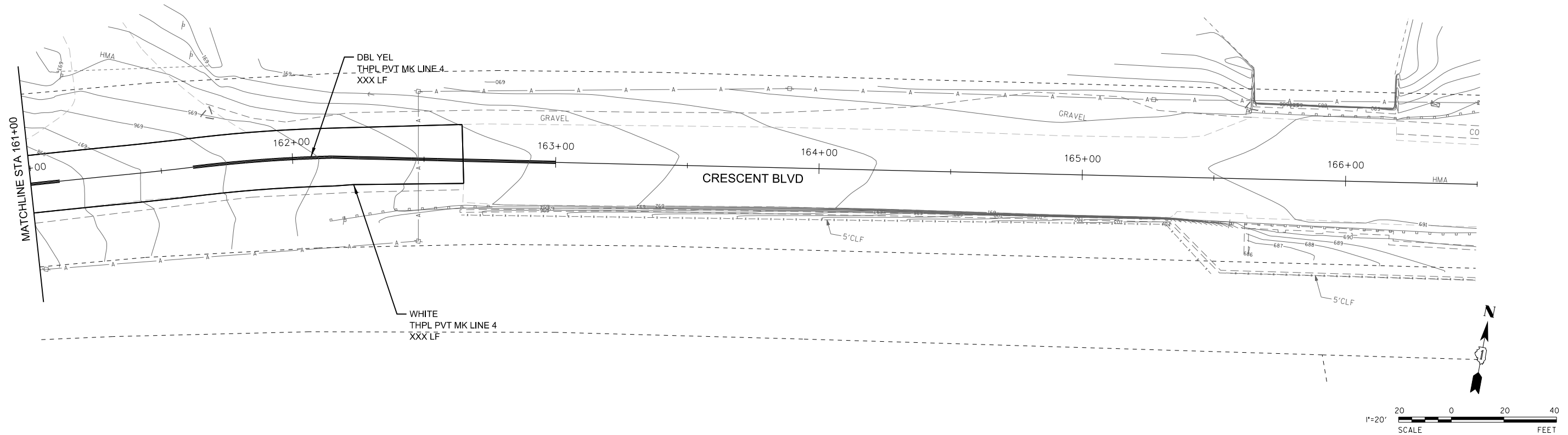
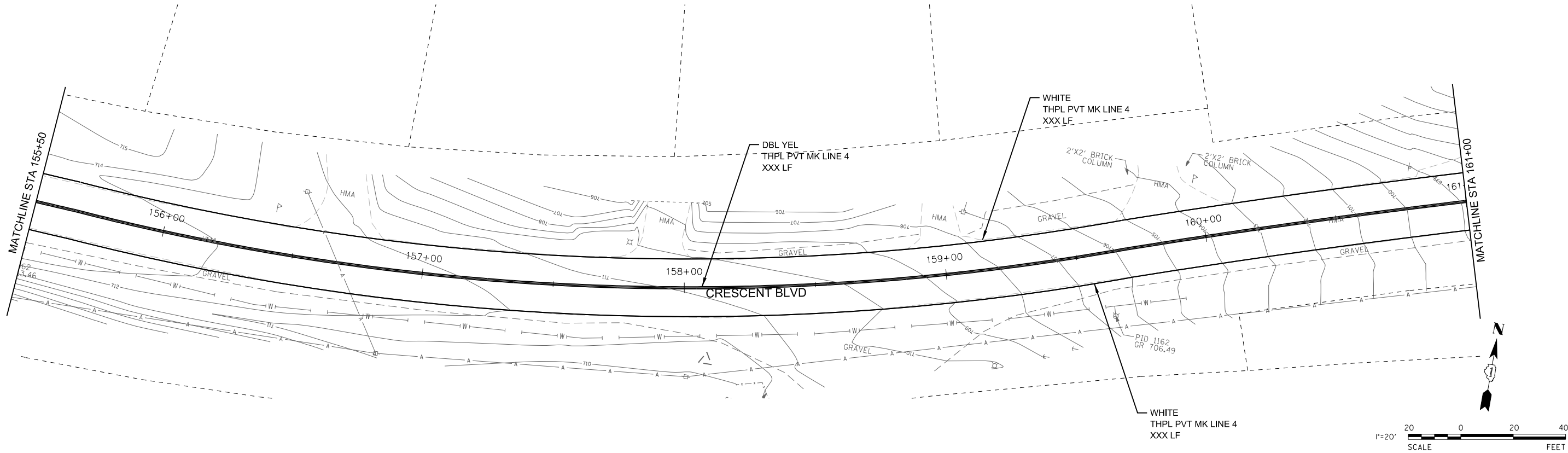
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	PLOT SCALE = 40.0000' / in.	DRAWN = DSD	REVISED =									47	32
	PLOT DATE = 9/2/2022	CHECKED =	REVISED =		SCALE:	SHEET 03	OF 05	SHEETS	STA.	TO STA.	CONTRACT NO.		
		DATE =	REVISED =		ILLINOIS FED. AID PROJECT								



FILE NAME = DE_2022_CB_8_Crescent_04.dgn

	USER NAME = kchen	DESIGNED - DSD	REVISED -	CRESCENT BLVD ROADWAY IMPROVEMENT PROJECT	PAVEMENT MARKING PLAN CRESCENT BLVD					F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	PLOT SCALE = 40.0000 ' / in.	DRAWN - DSD	REVISED -										47	33
	PLOT DATE = 9/2/2022	CHECKED -	REVISED -		SCALE:		SHEET 04	OF 05 SHEETS	STA.	TO STA.	CONTRACT NO.			
		DATE -	REVISED -								ILLINOIS FED. AID PROJECT			



FILE NAME = DE_2022_CB_8_Crescent_05.dgn

	USER NAME = kchen			DESIGNED - DSD	REVISED -	CRESCENT BLVD ROADWAY IMPROVEMENT PROJECT			PAVEMENT MARKING PLAN CRESCENT BLVD			F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	DRAWN - DSD			CHECKED -	REVISED -										47	34
	PLOT SCALE = 40.0000' / in.			DATE -	REVISED -							CONTRACT NO.				
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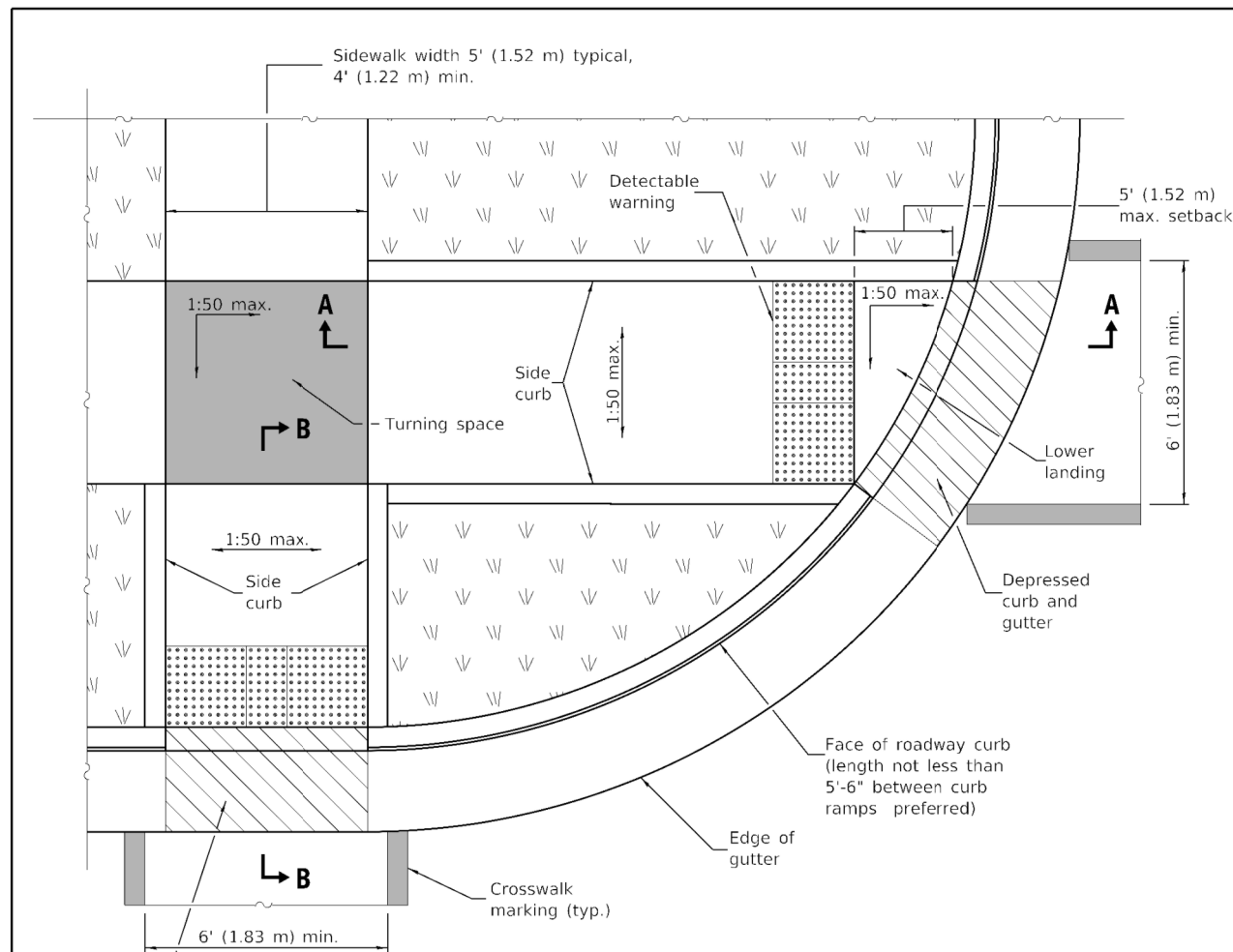
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		DRAWN - DSD	REVISED -								47	35
	PLOT SCALE = 60.0000' / in.	CHECKED - CMD	REVISED -					CONTRACT NO.				
	PLOT DATE = 9/2/2022	DATE -	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT	

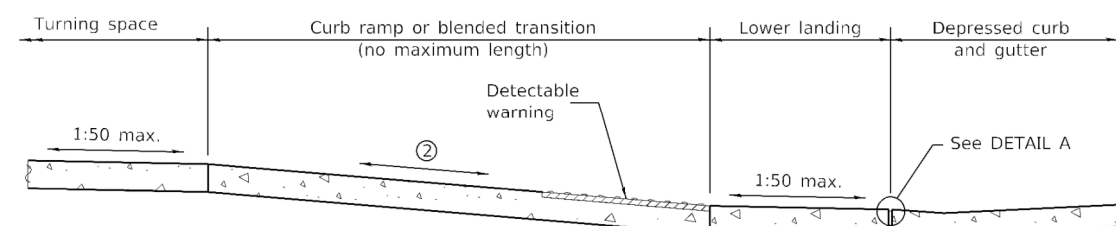
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		DRAWN - DSD	REVISED -								47	36
	PLOT SCALE = 60.0000' / in.	CHECKED - CMD	REVISED -					CONTRACT NO.				
	PLOT DATE = 9/2/2022	DATE -	REVISED -		SCALE:	SHEET	OF	SHEETS	STA.	TO STA.	ILLINOIS FED. AID PROJECT	

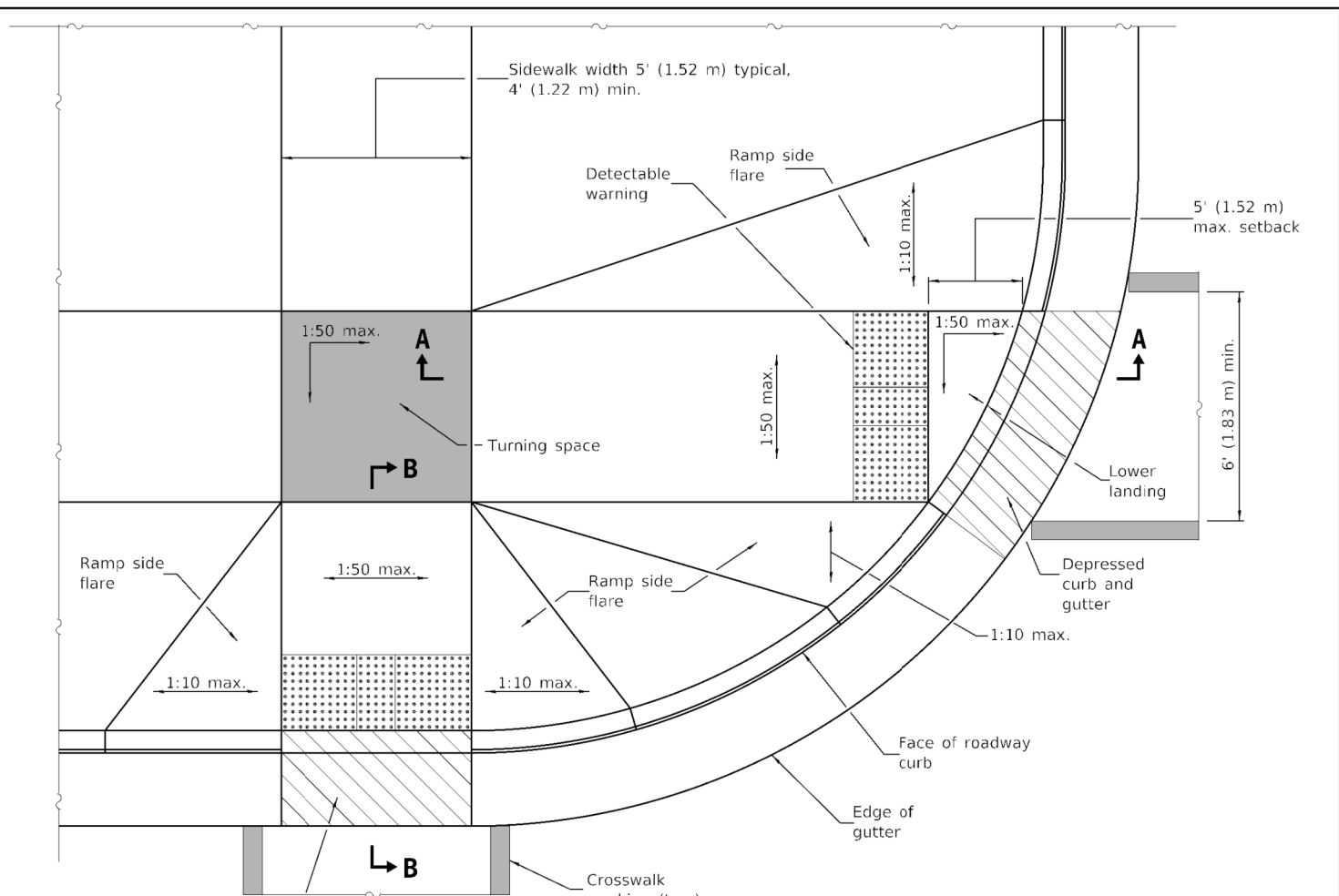


**RAMPS IN LANDSCAPED AREA
SETBACK ≤ 5'**

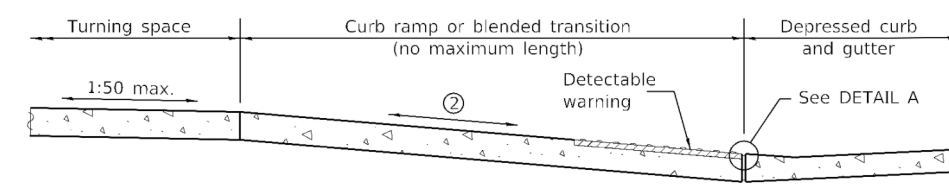


SECTION A-A

② The running slope of a curb ramp shall be 1:20 min. and 1:12 max. The running slope of a blended transition shall be 1:20 max.



**RAMPS IN PAVED AREA
SETBACK ≤ 5'**



SECTION B-B

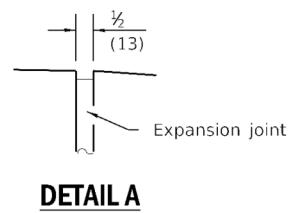
② The running slope of a curb ramp shall be 1:20 min. and 1:12 max. The running slope of a blended transition shall be 1:20 max.

Illinois Department of Transportation

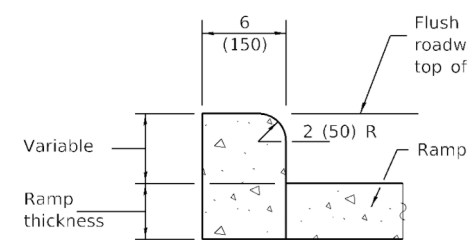
PASSED January 1, 2019
ENGINEER OF POLICY AND PROCEDURES

APPROVED January 1, 2019
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1.1.97



DETAIL A



SIDE CURB DETAIL

DATE	REVISIONS
1-1-19	Removed "15-foot rule", added "Blended transitions" and placement tolerances for detectable warnings.
1-1-18	Omitted diagonal slope at turning spaces and lower landings.

See Sheet 2 for GENERAL NOTES.

PERPENDICULAR CURB RAMPS FOR SIDEWALKS

(Sheet 1 of 2)

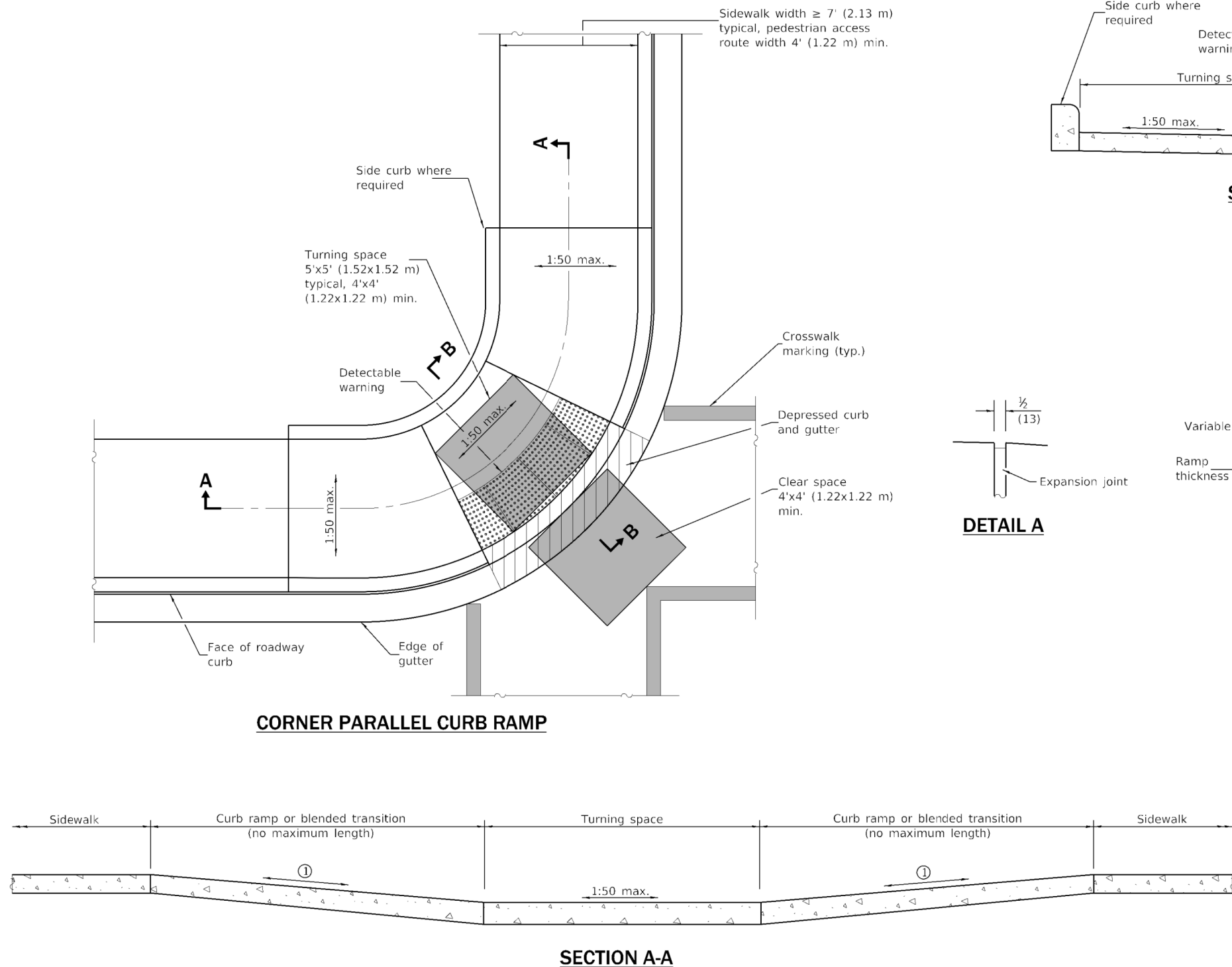
STANDARD 424001-11

**2022 STREET IMPROVEMENT
PROJECT**

IDOT STANDARD DETAILS

SCALE: SHEET OF SHEETS STA. TO STA.

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			47	37
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				



SECTION B-B

DETAIL A

SIDE CURB DETAIL

GENERAL NOTES

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

Where the turning space is constrained on a side opposite a ramp, the minimum length of the turning space in the direction of the ramp-run shall be 5' (1.52 m).

Where 1:50 maximum slope is shown, 1:64 is preferred.

Detectable warnings are shown in their ideal locations but the following placement tolerances are allowed.

Side Border - Detectable warnings should extend the full width of the walking surface (excluding flared sides) but a border along each side up to 2 in. (50 mm) in width is allowed.

Curb Set-Back - Detectable warnings located at the back of curb should closely align with the curb but a gap up to 6 in. (150 mm) behind the curb is allowed.

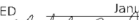
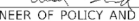
See Standard 606001 for details of depressed curb adjacent to curb ramp.

All dimensions are in inches (millimeters) unless otherwise shown.

DATE	REVISIONS
1-1-19	Removed upper landing, added blended transition and detectable warning tolerances.
1-1-17	Revised sidewalk width to include 24 (610) buffer behind curb.

CORNER PARALLEL CURB RAMPS FOR SIDEWALKS

STANDARD 424011-04

 Illinois Department of Transportation		ISSUED 1-1-12
PASSED	January 1, 2019	
 ENGINEER OF POLICY AND PROCEDURES		
APPROVED	January 1, 2019	
 ENGINEER OF DESIGN AND SAMPLING		

USER NAME = kchen	DESIGNED - DSD	REVISED -
	DRAWN - DSD	REVISED -
PLOT SCALE = 60.0000' / in.	CHECKED - CMD	REVISED -
PLOT DATE = 9/2/2022	DATE -	REVISED -

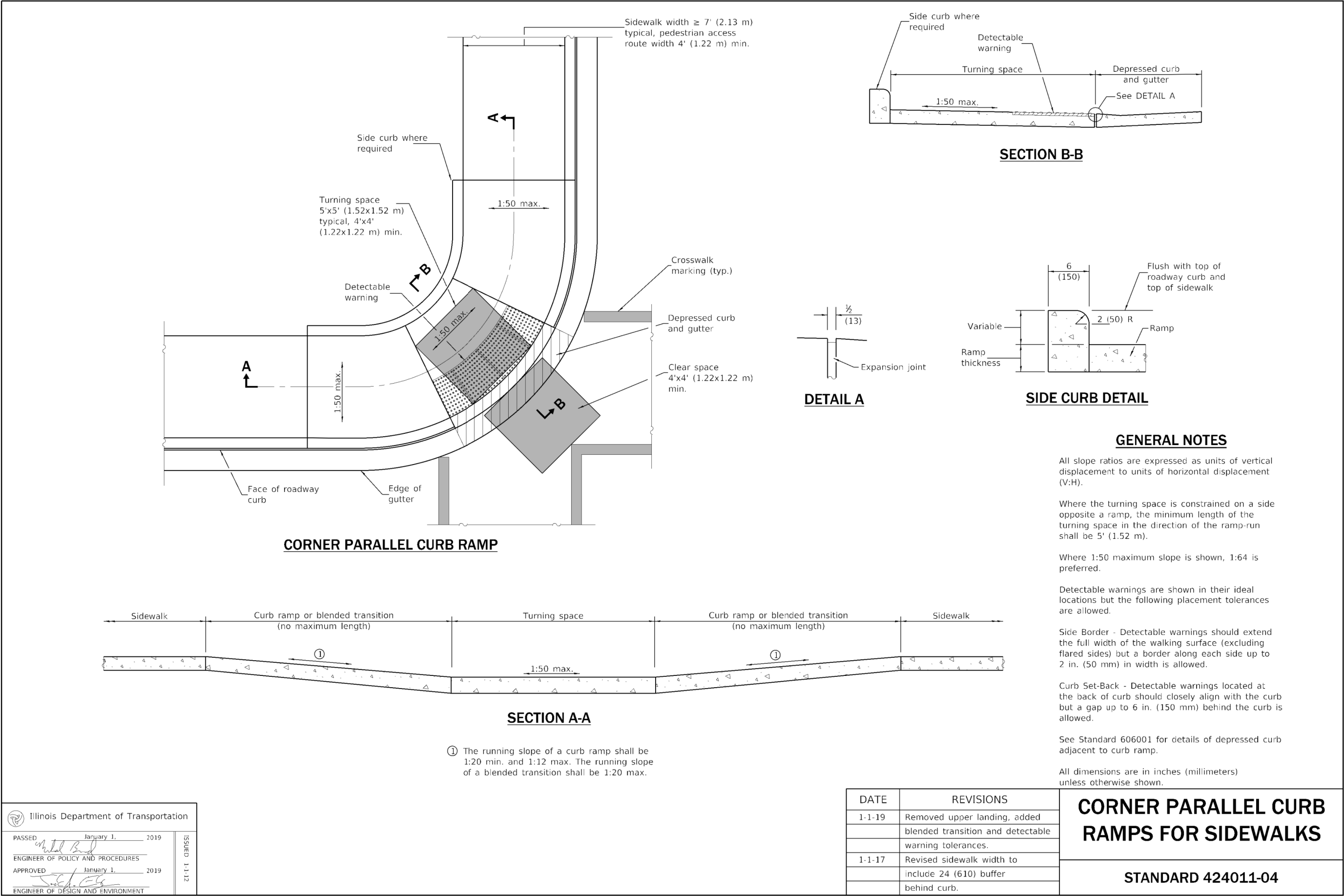
2022 STREET IMPROVEMENT PROJECT

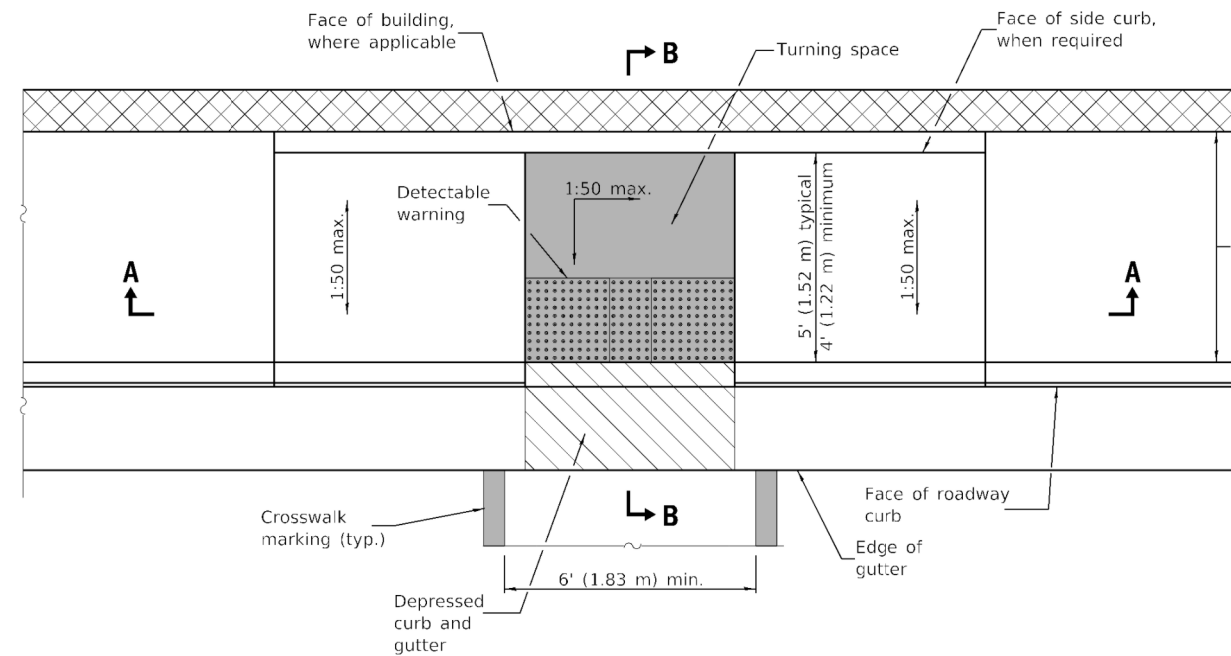
IDOT STANDARD DETAILS

SCALE:	SHEET	OF	SHEETS	STA.	TO STA.
--------	-------	----	--------	------	---------

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			47	38
		CONTRACT NO.		
		ILLINOIS FED. AID PROJECT		

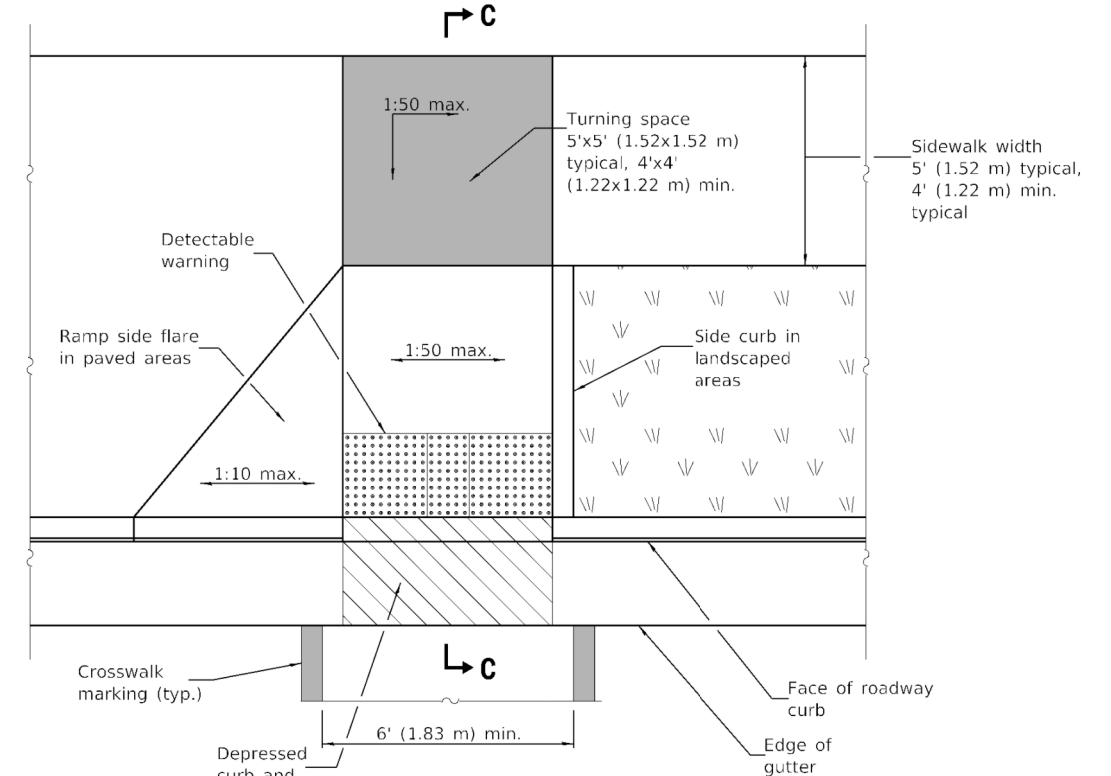
FILE NAME = DE_2022_CB_X_Details_IDOT_02.dgn



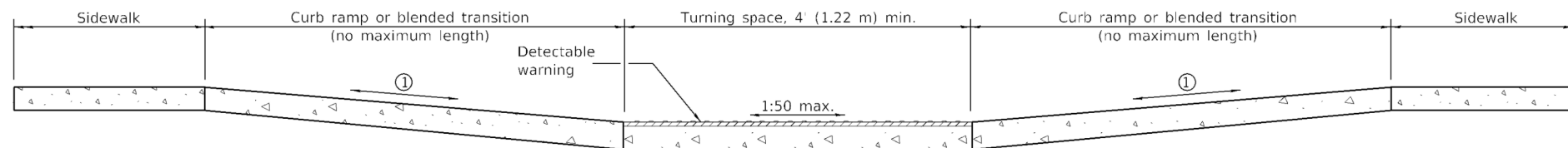


PARALLEL MID-BLOCK CURB RAMP

Sidewalk width $\geq 7'$ (2.13 m) typical, pedestrian access route width 4' (1.22 m) min.

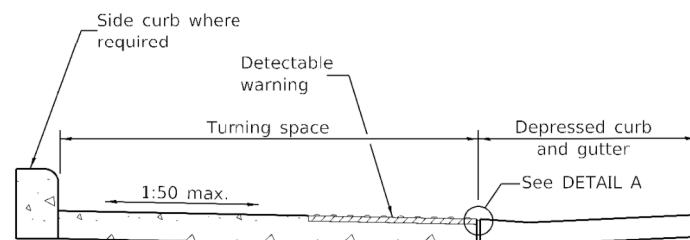


PERPENDICULAR MID-BLOCK CURB RAMP

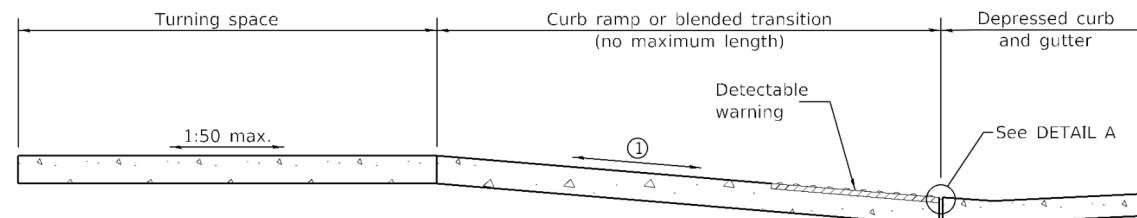


SECTION A-A

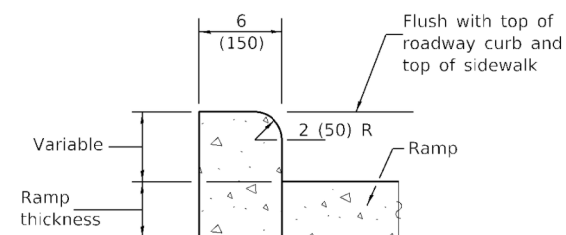
- ① The running slope of a curb ramp shall be 1:20 min. and 1:12 max. The running slope of a blended transition shall be 1:20 max.



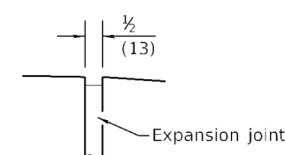
SECTION B-B



SECTION C-C



SIDE CURB DETAIL



DETAIL A

GENERAL NOTES

All slope ratios are expressed as units of vertical displacement to units of horizontal displacement (V:H).

Where the turning space is constrained on a side opposite a ramp, the minimum length of the turning space in the direction of the ramp-run shall be 5' (1.52 m).

Where 1:50 maximum slope is shown, 1:64 is preferred.

Detectable warnings are shown in their ideal locations but the following placement tolerances are allowed.

Side Border - Detectable warnings should extend the full width of the walking surface (excluding flared sides) but a border along each side up to 2 in. (50 mm) in. width is allowed.

Curb Set-Back - Detectable warnings located at the back of curb should closely align with the curb but a gap up to 6 in. (150 mm) behind the curb is allowed.

See Standard 606001 for details of depressed curb adjacent to curb ramp.

All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation	
PASSED January 1, 2019 ENGINEER OF POLICY AND PROCEDURES	ISSUED 1-1-12
APPROVED January 1, 2019 ENGINEER OF DESIGN AND ENVIRONMENT	

DATE	REVISIONS
1-1-19	Removed upper landing, added blended transitions and detectable warning tolerances.
1-1-18	Omitted diagonal slope at turning spaces and upper landings.

MID-BLOCK CURB RAMPS FOR SIDEWALKS

STANDARD 424016-05

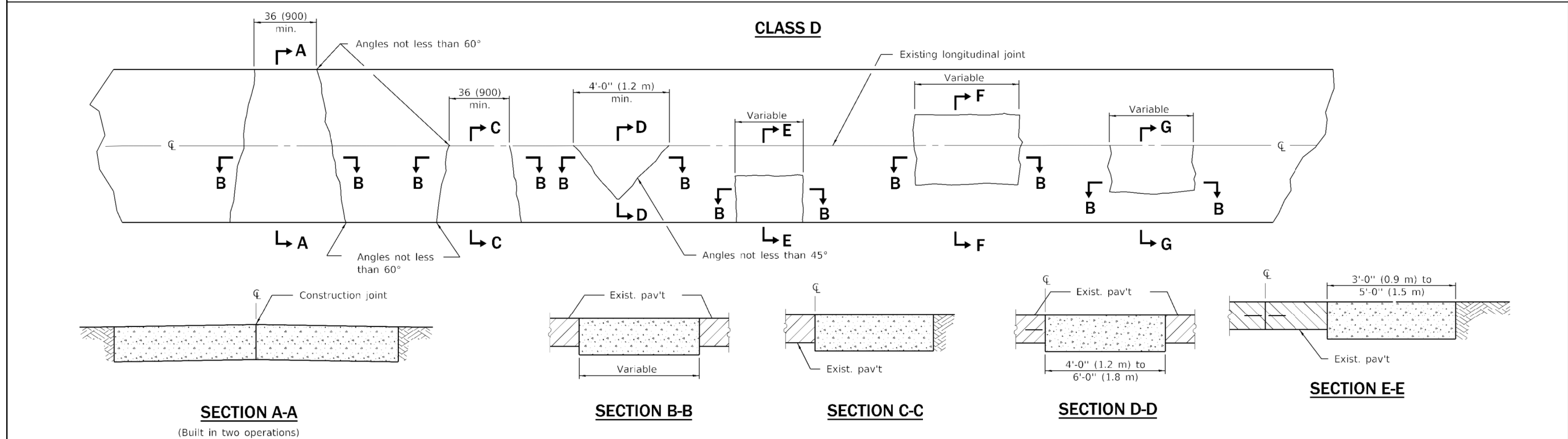
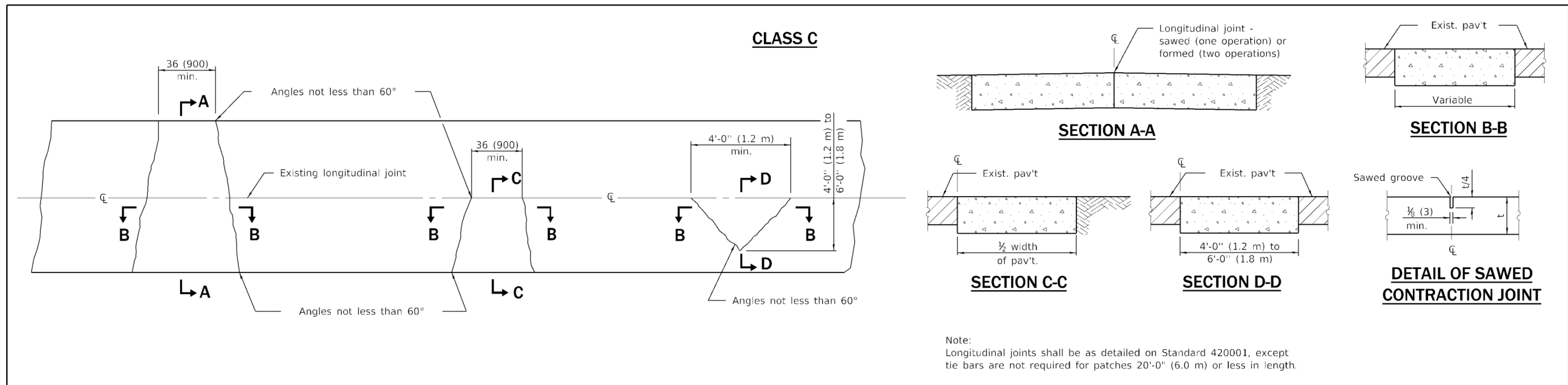
2022 STREET IMPROVEMENT PROJECT

IDOT STANDARD DETAILS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			47	40
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

SCALE: SHEET OF SHEETS STA. TO STA.

USER NAME = kchen	DESIGNED - DSD	REVISED -
PLOT SCALE = 60.0000' / in.	DRAWN - DSD	REVISED -
PLOT DATE = 9/2/2022	CHECKED - CMD	REVISED -
	DATE -	REVISED -



GENERAL NOTES

Existing tie bars shall be either cut or removed. Marginal bars shall be cut.

All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation

PASSED January 1, 2008

ENGINEER OF POLICY AND PROCEDURES

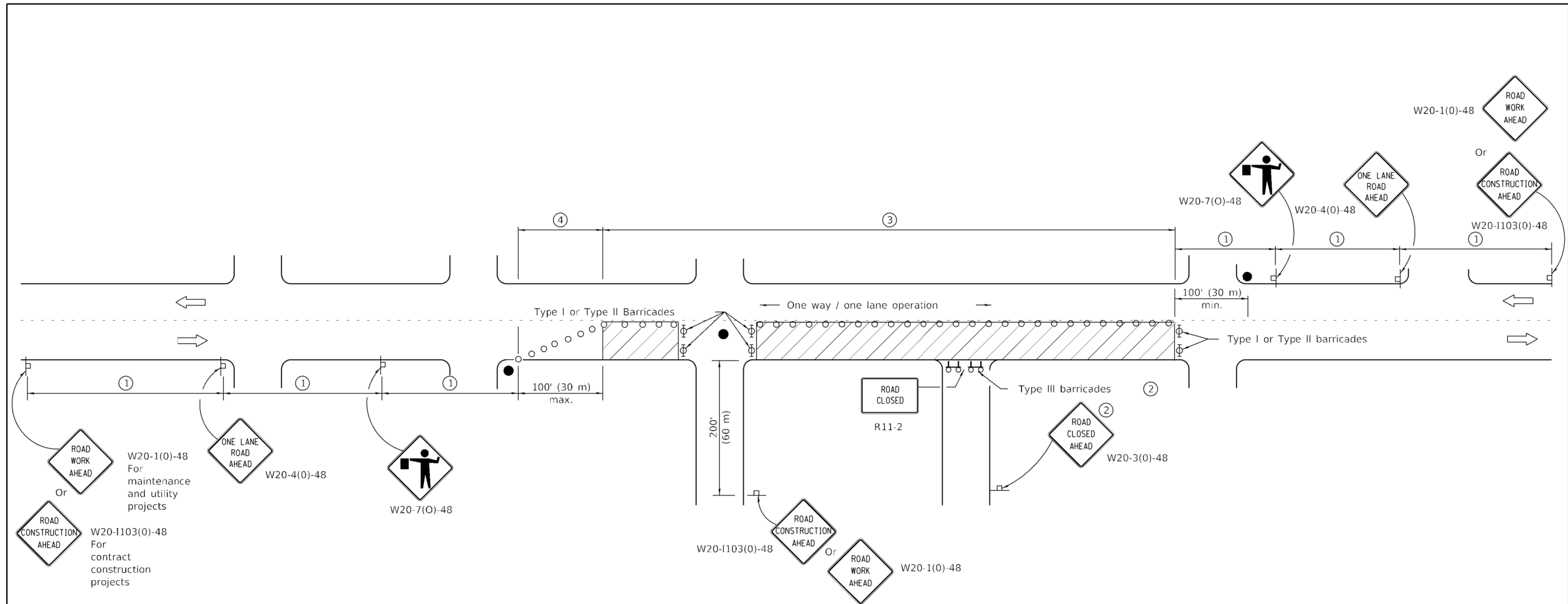
APPROVED January 1, 2008

ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1.1.97

DATE	REVISIONS	CLASS C and D PATCHES	
1-1-08	Switched units to English (metric).		
1-1-07	Revised Note for Class C patches.	STANDARD 442201-03	

FILE NAME = DE_2022_CB_X_Details_IDOT_06.dgn



SIGN SPACING	
Posted Speed	Sign Spacing
55	500' (150 m)
50-45	350' (100 m)
<45	200' (60 m)

SYMBOLS

- Work area
- Cone, drum or barricade (not required for moving operations)
- Sign on portable or permanent support
- Flagger with traffic control sign
- Barricade or drum with flashing light
- Type III barricade with flashing lights

GENERAL NOTES

This Standard is used where at any time, day or night, any vehicle, equipment, workers or their activities encroach on the pavement requiring the closure of one traffic lane in an urban area.

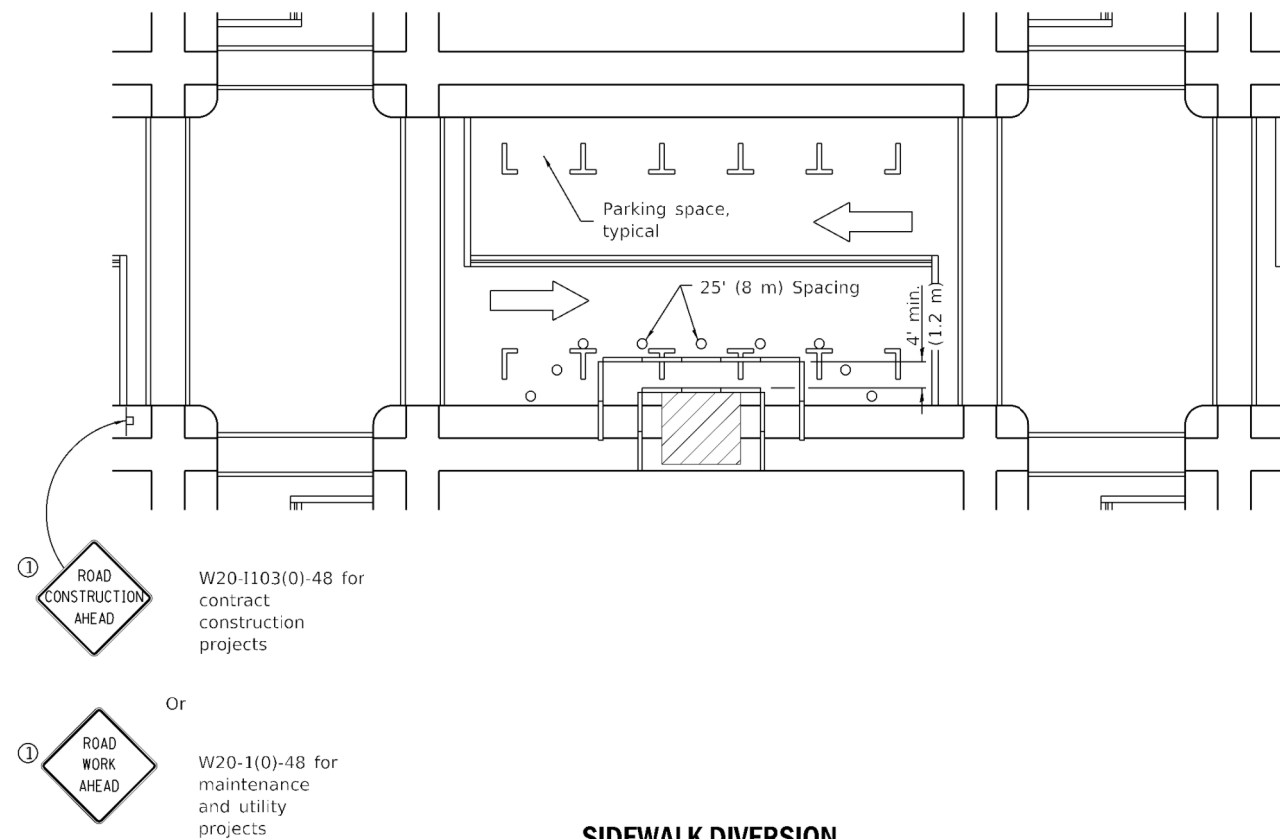
All dimensions are in inches (millimeters) unless otherwise shown.

Illinois Department of Transportation	
PASSED January 1, 2011	ISSUED 1.1.97
ENGINEER OF SAFETY ENGINEERING	
APPROVED January 1, 2011	
ENGINEER OF DESIGN AND ENVIRONMENT	

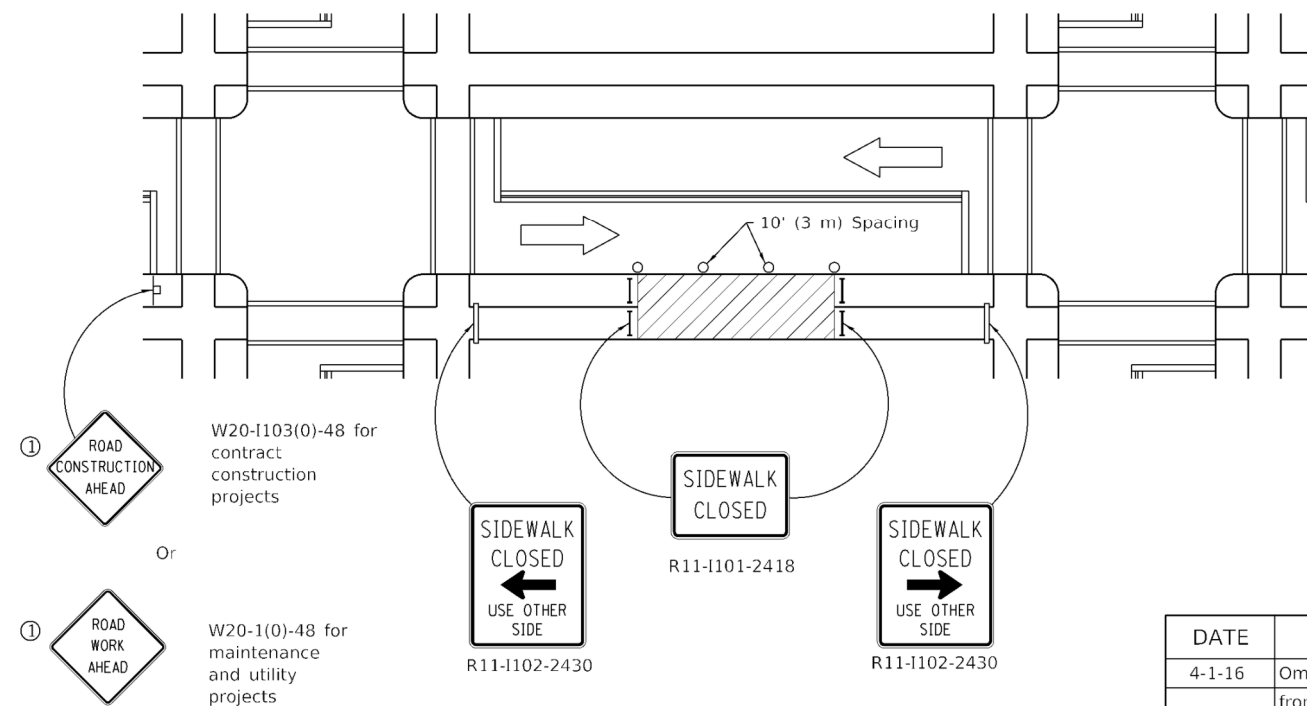
DATE	REVISIONS	URBAN LANE CLOSURE, 2L, 2W, UNDIVIDED
1-1-11	Revised flagger sign.	
1-1-09	Switched units to English (metric).	STANDARD 701501-06
	Corrected sign No.'s.	

USER NAME = kchen	DESIGNED - DSD	REVISED -
	DRAWN - DSD	REVISED -
PLOT SCALE = 60.0000' / in.	CHECKED - CMD	REVISED -
PLOT DATE = 9/2/2022	DATE -	REVISED -

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			47	42
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				



SIDEWALK DIVERSION



GENERAL NOTES

This Standard is used where, at any time, pedestrian traffic must be rerouted due to work being performed.

This Standard must be used in conjunction with other Traffic Control & Protection Standards when roadway traffic is affected.

Temporary facilities shall be detectable and accessible.

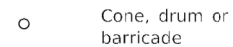
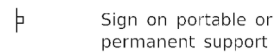
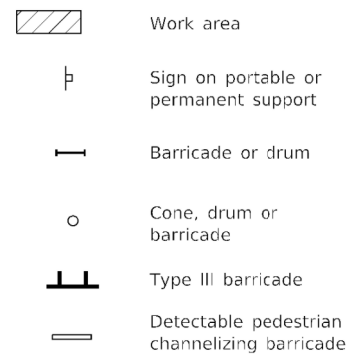
The temporary pedestrian facilities shall be provided on the same side of the closed facilities whenever possible.

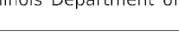
The SIDEWALK CLOSED / USE OTHER SIDE sign shall be placed at the nearest crosswalk or intersection to each end of the closure. Where the closure occurs at a corner, the signs shall be erected on the corners across the street from the closure. The SIDEWALK CLOSED signs shall be used at the ends of the actual closures.

Type III barricades and R11-2-4830 signs shall be positioned as shown in "ROAD CLOSED TO ALL TRAFFIC" detail on Standard 701901.

All dimensions are in inches (millimeters) unless otherwise shown.

SYMBOLS



 Illinois Department of Transportation		ISSUED 1-1-97
PASSED	April 1, 2016 	
ENGINEER OF SAFETY ENGINEERING		
APPROVED	April 1, 2016 	
ENGINEER OF DESIGN AND ENVIRONMENT		

DATE	REVISIONS
4-1-16	Omitted orange safety fence
	from standard as this is
	covered in the std. spec.
1-1-12	Added SIDEWALK DIVERSION.
	Modified appearance of
	plan views. Renamed Std.

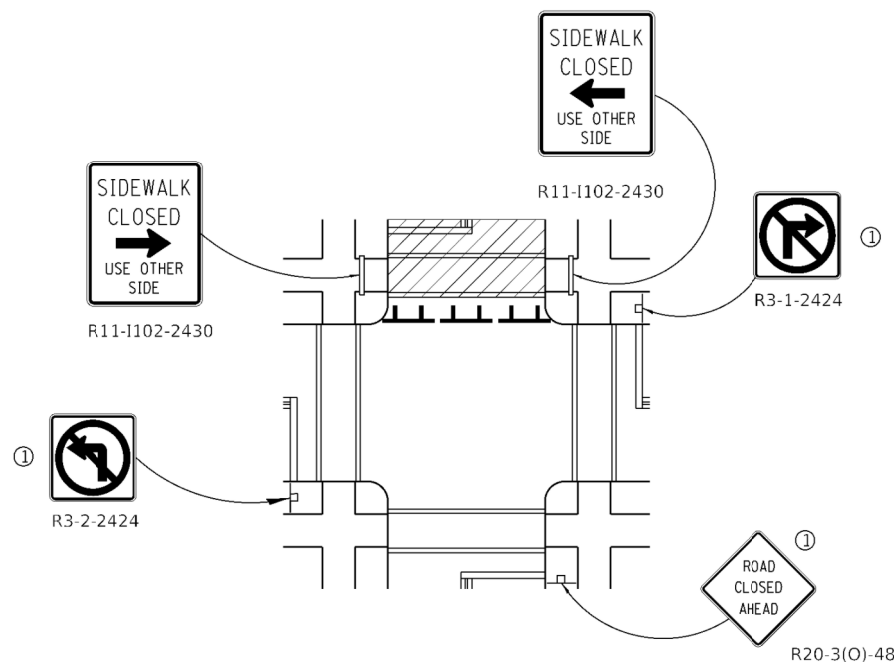
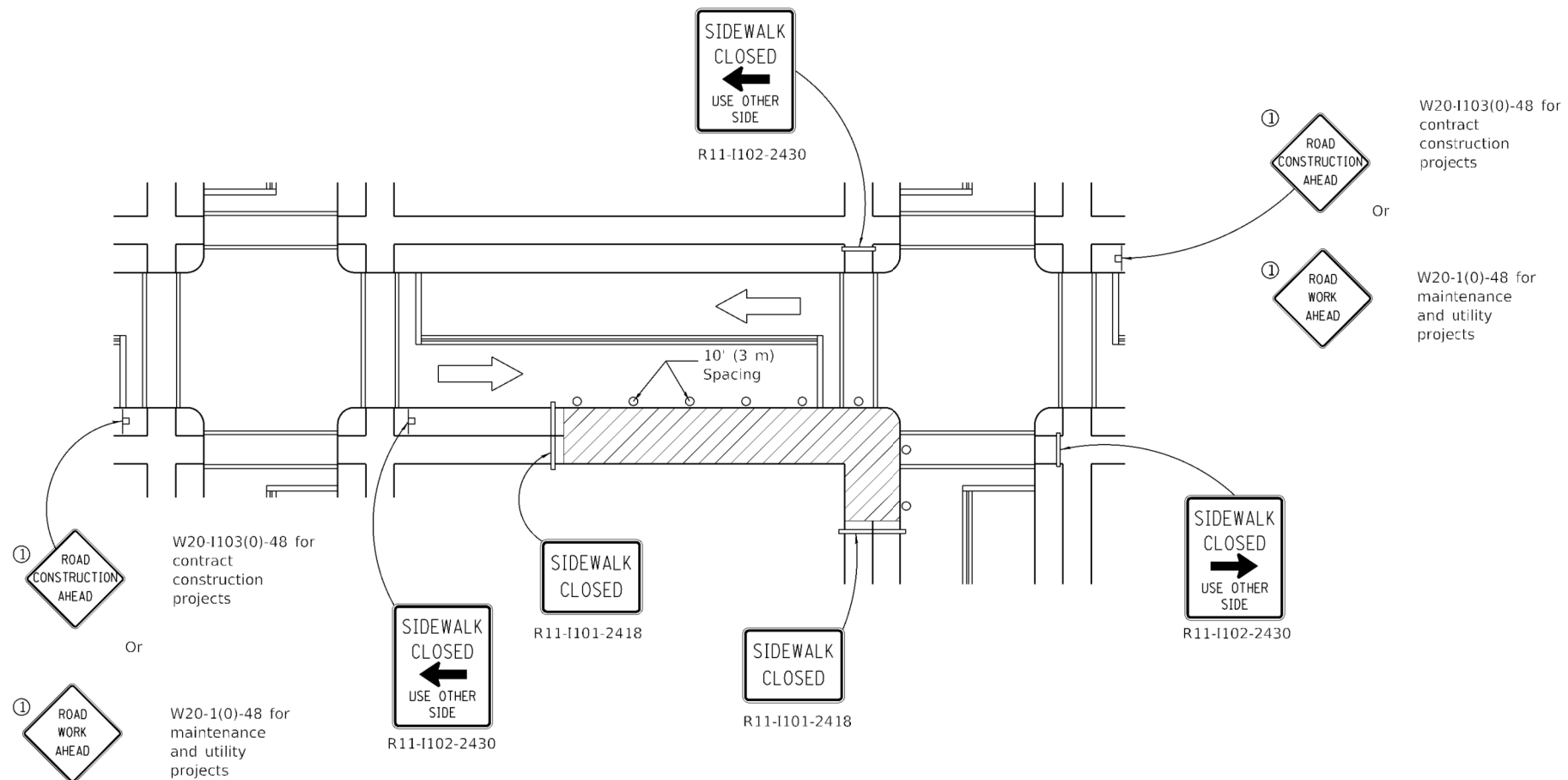
SIDEWALK, CORNER OR CROSSWALK CLOSURE

(Sheet 1 of 2)

STANDARD 701801-06

FILE NAME = DE_2022_CB_X_Details_IDOT_07.dgn

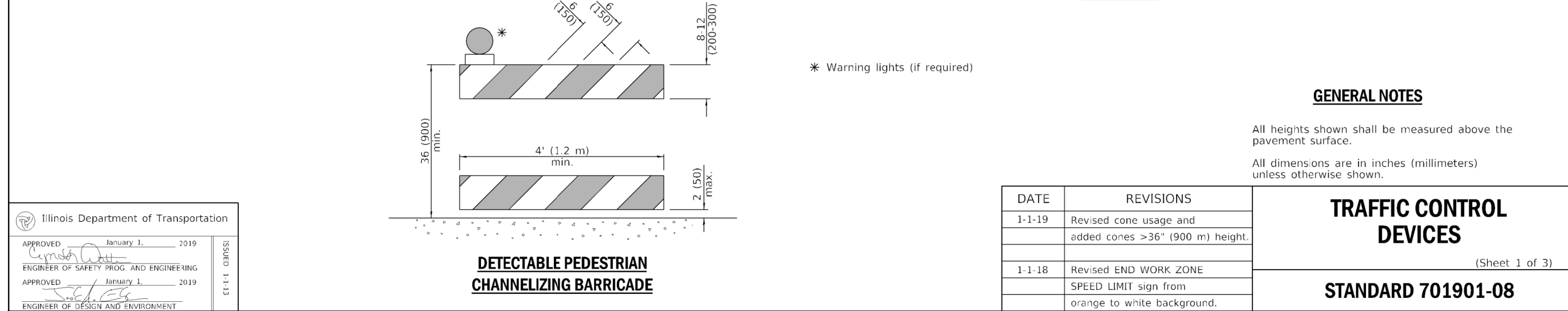
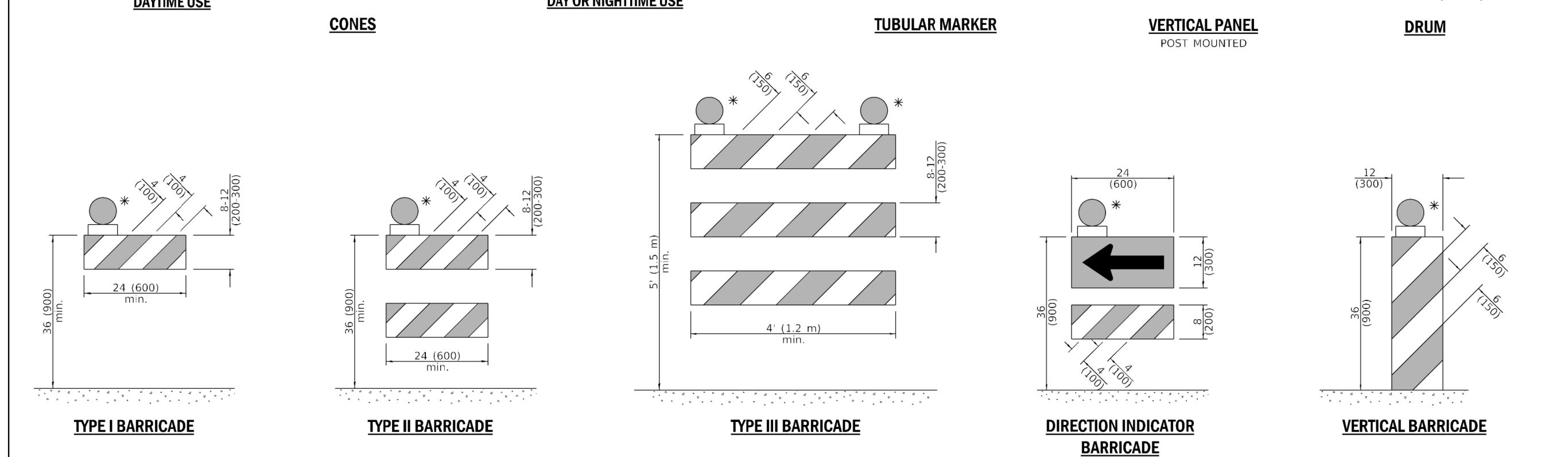
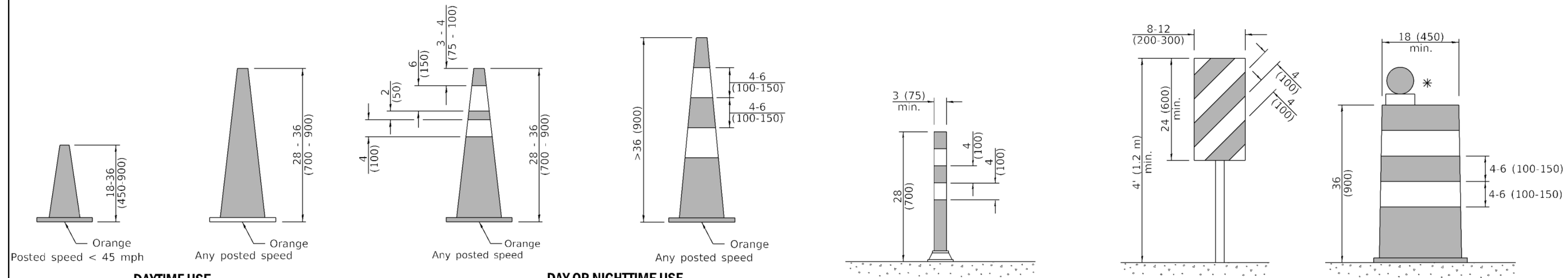
Illinois Department of Transportation	
PASSED April 1, 2016	ISSUED 1.1.97
ENGINEER OF SAFETY ENGINEERING	
APPROVED April 1, 2016	
ENGINEER OF DESIGN AND ENVIRONMENT	



SIDEWALK, CORNER OR CROSSWALK CLOSURE

(Sheet 2 of 2)

STANDARD 701801-06

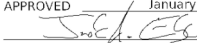




Illinois Department of Transportation

APPROVED

January 1, 2019
ENGINEER OF SAFETY PROG. AND ENGINEERING

APPROVED

January 1, 2019
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED
1-1-13

**DETECTABLE PEDESTRIAN
CHANNELIZING BARRICADE**

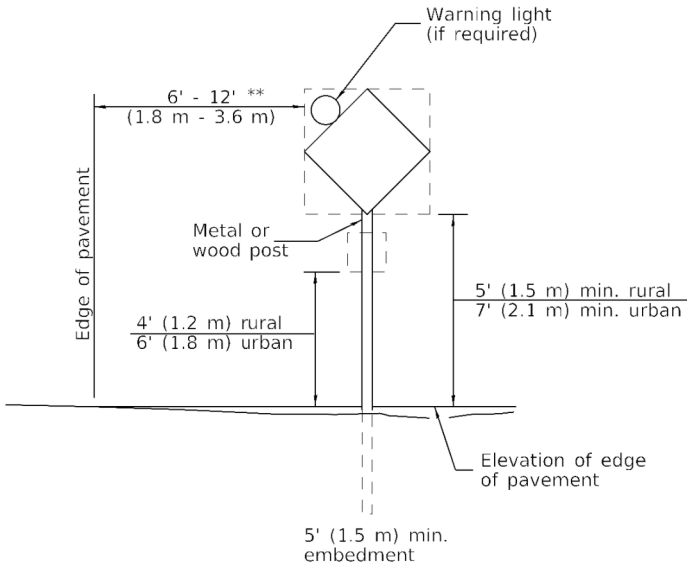
* Warning lights (if required)

GENERAL NOTES

All heights shown shall be measured above the pavement surface.

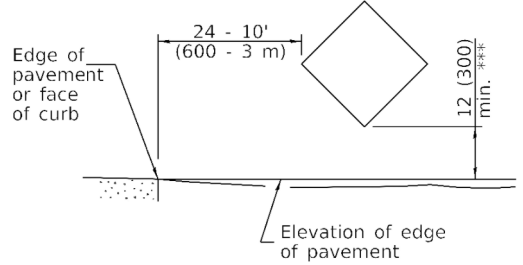
All dimensions are in inches (millimeters) unless otherwise shown.

DATE		REVISIONS	TRAFFIC CONTROL DEVICES	
1-1-19		Revised cone usage and added cones >36" (900 m) height.	(Sheet 1 of 3)	
1-1-18		Revised END WORK ZONE	STANDARD 701901-08	
		SPEED LIMIT sign from orange to white background.		



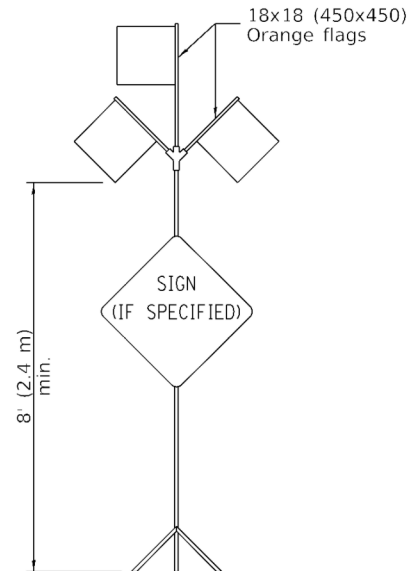
POST MOUNTED SIGNS

** When curb or paved shoulder are present this dimension shall be 24 (600) to the face of curb or 6' (1.8 m) to the outside edge of the paved shoulder.



SIGNS ON TEMPORARY SUPPORTS

*** When work operations exceed four days, this dimension shall be 5' (1.5 m) min. If located behind other devices, the height shall be sufficient to be seen completely above the devices.



HIGH LEVEL WARNING DEVICE

ROAD
CONSTRUCTION
NEXT X MILES

G20-I104(0)-6036

END
CONSTRUCTION

G20-I105(0)-6024

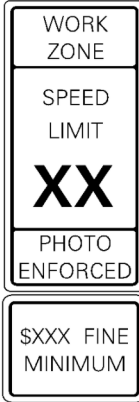
This signing is required for all projects 2 miles (3200 m) or more in length.

ROAD CONSTRUCTION NEXT X MILES sign shall be placed 500' (150 m) in advance of project limits.

END CONSTRUCTION sign shall be erected at the end of the job unless another job is within 2 miles (3200 m).

Dual sign displays shall be utilized on multi-lane highways.

WORK LIMIT SIGNING



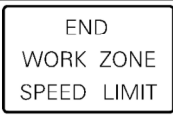
W21-I115(0)-3618

R2-1-3648

R10-I108p-3618 ****

R2-I106p-3618

Sign assembly as shown on Standards or as allowed by District Operations.

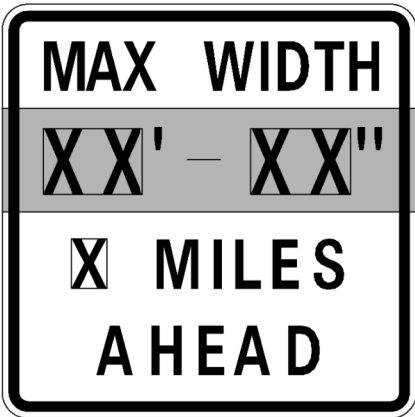


G20-I103-6036

This sign shall be used when the above sign assembly is used.

**HIGHWAY CONSTRUCTION
SPEED ZONE SIGNS**

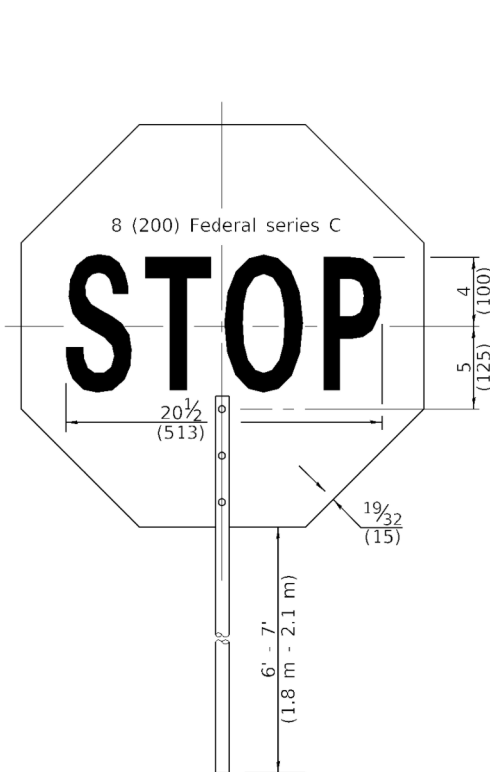
**** R10-I108p shall only be used along roadways under the jurisdiction of the State.



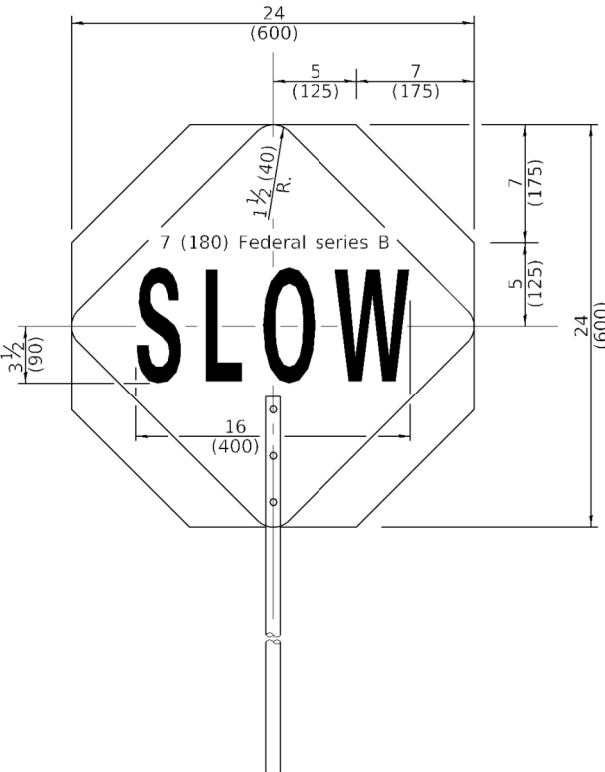
W12-I103-4848

WIDTH RESTRICTION SIGN

XX'-XX" width and X miles are variable.



FRONT SIDE



REVERSE SIDE

FLAGGER TRAFFIC CONTROL SIGN

Illinois Department of Transportation

APPROVED January 1, 2019
[Signature]
ENGINEER OF SAFETY PROG. AND ENGINEERING

APPROVED January 1, 2019
[Signature]
ENGINEER OF DESIGN AND ENVIRONMENT

ISSUED 1-1-13

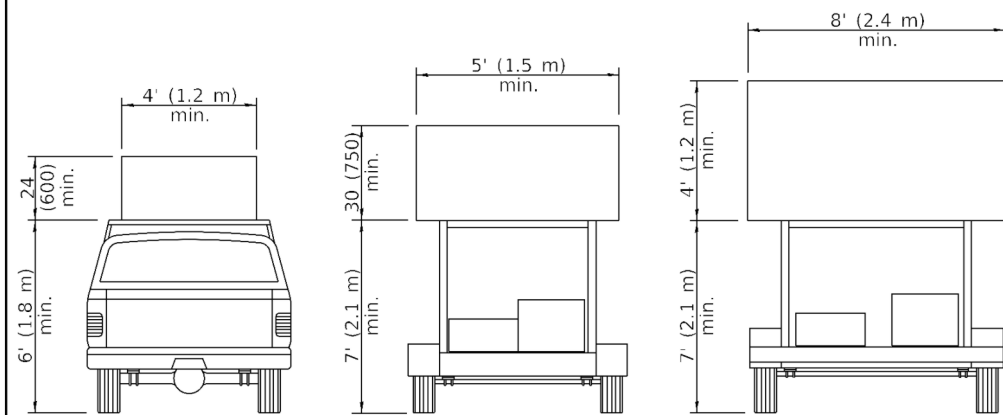
USER NAME : kchen	DESIGNED - DSD	REVISED -
PLOT SCALE : 60.0000' / in.	DRAWN - DSD	REVISED -
PLOT DATE : 9/2/2022	CHECKED - CMD	REVISED -
	DATE -	REVISED -

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			47	46
CONTRACT NO.				
ILLINOIS FED. AID PROJECT				

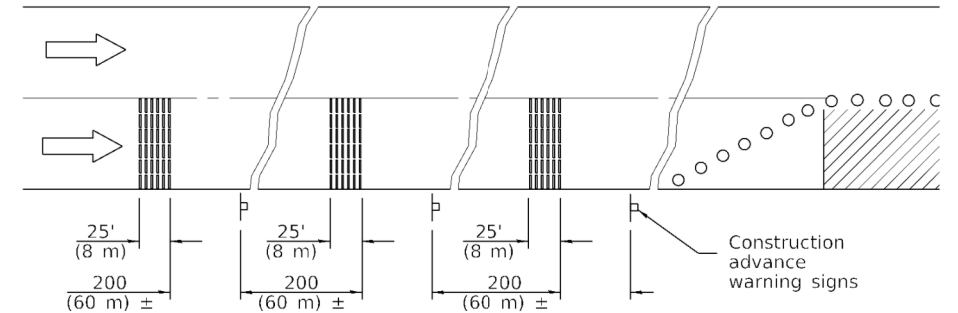
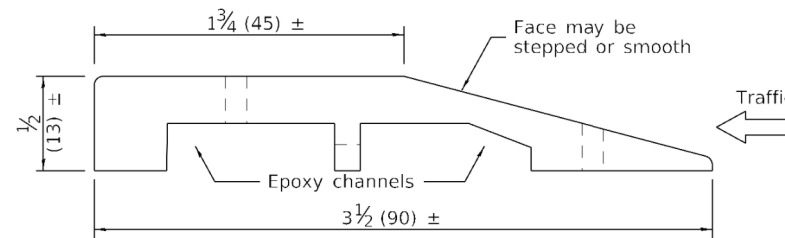
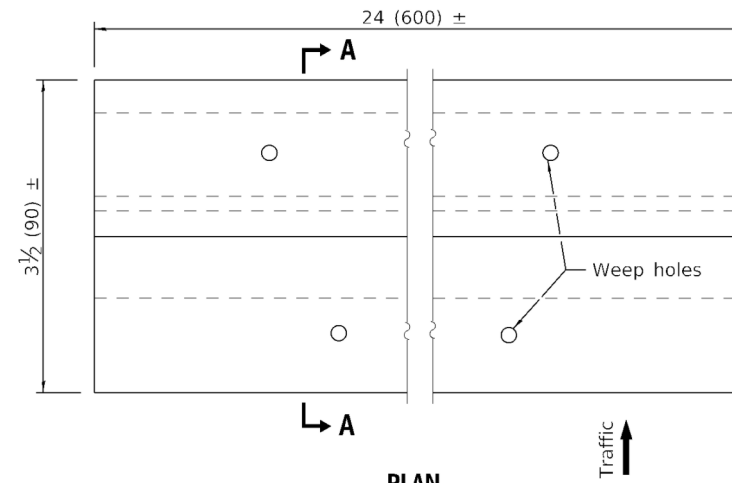
**TRAFFIC CONTROL
DEVICES**

(Sheet 2 of 3)

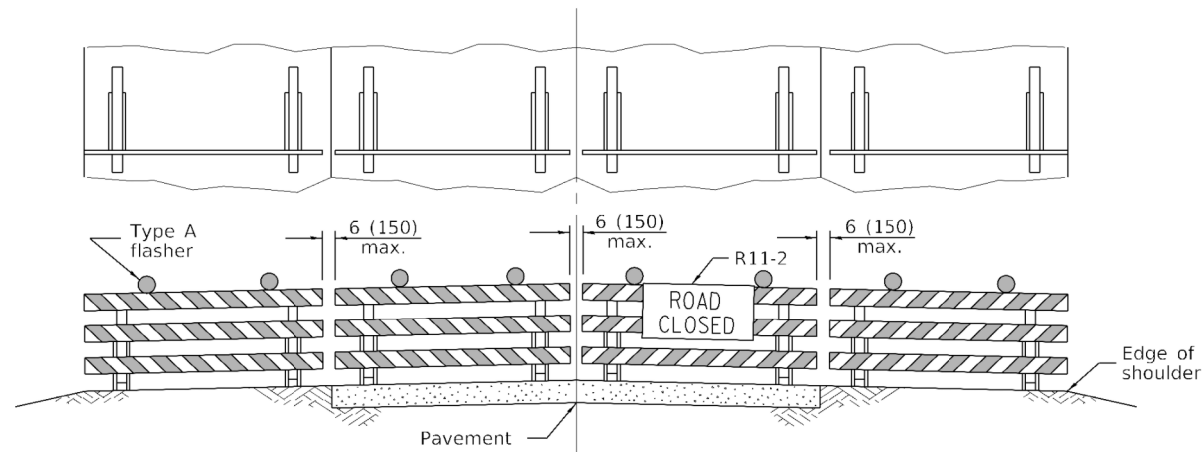
STANDARD 701901-08



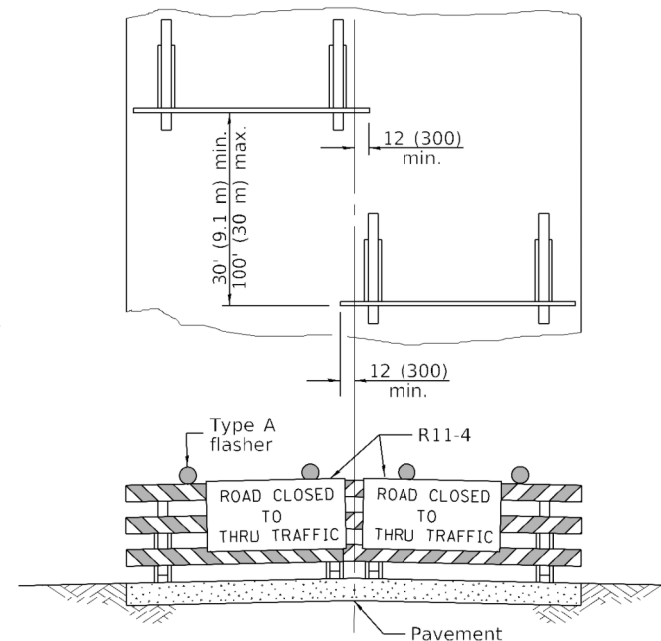
ARROW BOARDS



TEMPORARY RUMBLE STRIPS



Reflectorized striping may be omitted on the back side of the barricades. If a Type III barricade with an attached sign panel which meets NCHRP 350 is not available, the sign may be mounted on an NCHRP 350 temporary sign support directly in front of the barricade.



ROAD CLOSED TO THRU TRAFFIC

Reflectorized striping shall appear on both sides of the barricades. If a Type III barricade with an attached sign panel which meets NCHRP 350 is not available, the signs may be mounted on NCHRP 350 temporary sign supports directly in front of the barricade.

**TYPICAL APPLICATIONS OF
TYPE III BARRICADES CLOSING A ROAD**

**TRAFFIC CONTROL
DEVICES**

(Sheet 3 of 3)

STANDARD 701901-08

Illinois Department of Transportation	
APPROVED ENGINEER OF SAFETY PROG. AND ENGINEERING	January 1, 2019
APPROVED ENGINEER OF DESIGN AND ENVIRONMENT	January 1, 2019
ISSUED 1-1-1	



**Glen Ellyn Capital
Improvements Commission**
535 Duane Street
Glen Ellyn, IL 60137

Meeting 9/13/2022 7:00 PM
Department: Public Works
Department Head: Dave Buckley
Category: Report
Prepared By: Rich Daubert

**AGENDA ITEM (ID # 2022-
2632)**

DOC ID: 2022-2632

Engineering Division Project Activity Report Dated September 9, 2022

Statement of the Issue:

Analysis:

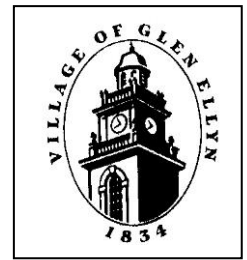
Budget Impact:

Action Requested:

Attachments:

1. Engineering Project Report 9-9-22

September 9, 2022



ENGINEERING DIVISION PROJECT ACTIVITY REPORT

CONSTRUCTION PROJECTS IN PROGRESS

CBD STREETScape AND UTILITY IMPROVEMENTS – Phase 1 – Contractor: A Lamp Concrete Contractors

(Project No. 15006; Value of Construction Contract = \$5,704,293)

Since last month's report, the Contractor has completed the majority of streetscape work on the south side of Duane Street between Glenwood and Forest. This includes granite curb & gutter, pavers, irrigation, tree planting, and seatwalls. In addition, the Public Works Streets Division completed the installation of street furniture (benches, bike racks, and trash receptacles) within this corridor.

The Contractor also completed the pavement removal and construction of the new aggregate roadway base on the north half of Duane Street between Prospect and Forest. On Tuesday, September 6, the Contractor closed Main Street between Duane Street and Crescent Boulevard. The Contractor then attacked similar pavement removal and aggregate roadway base construction on Main Street between Duane and the tracks. The majority of curb & gutter was then installed via slip form curb machine on Thursday, September 8th.

Over the next few days, the Contractor will focus on completing all the curb & gutter, concrete carriage walk, driveway aprons, and portions of the public sidewalk (west end of Duane Street between Prospect and just east of Glenwood). Later in the week of September 12th, the Contractor will prepare Duane Street and Main Street for paving of the asphalt roadway base.

Weather permitting, the asphalt roadway base on Main Street and Duane Street will be paved on Monday, September 19th. Once paved, the Contractor will then start advancing construction of the sidewalks and furniture zones within these areas of the project. The street pavement areas will remain closed to accommodate pedestrian traffic.

ComEd subcontractor Intren is currently working on the electrical portion of utility undergrounding work on Hillside Avenue between Forest and Main. More specifically, they are installing switchgear pads, underground conduit, and utility poles. It is anticipated that Intren's initial work will be completed in the next two weeks. However, there is subsequent underground and overhead electrical work to be completed by ComEd and Intren. That work is scheduled to start around October 10th and will likely take 3-4 weeks to complete. Additional communication company undergrounding work is also pending by AT&T, Comcast and WOW.



Slip forming of concrete curb & gutter along north side of
Duane Street immediately west of Main Street (picture faces west)
September 8, 2022

PARK BOULEVARD WATER MAIN REPLACEMENT – Engineer: *Engineering Resource Associates*

(Project No. 22003; Value of Construction Contract = \$2,136,367)

This project involves the replacement of approximately 3,600 feet of water main along Park Boulevard (between Marston Avenue and Taft Avenue). This locally funded project will include water main and water service line replacement and restoration of pavement, curbs, sidewalk and parkways disturbed by the work.

Construction commenced in earnest on Thursday, July 7th. The Contractor started installing water main at Marston Avenue and worked their way north, making it to Taft Avenue the week of August 25th. Crossings for all side streets except Wilson Avenue have been completed as of September 7th. The main has passed pressure and disinfection testing and has received verbal IEPA operating approval. Water service replacements have been completed for all but five residences, which are anticipated to be completed on September 9th. The schedule for concrete work, roadway patching, and sod restoration is still being finalized, but anticipated to be completed in advance of the final contract completion date of October 14th.



Installation of a valve vault containing a 12" by 12" cross
and two 12" gate valves at Park Boulevard and Taft Avenue
August 17, 2022

2022 STREET IMPROVEMENTS PROJECT – Engineer: Primera Engineers
(Project No. 22002; Value of Construction Contract = \$2,880,474)

This project involves the rehabilitation of approximately 3.4 centerline miles of various streets throughout the Village of Glen Ellyn. A preconstruction meeting was held on June 2nd, with the project originally targeted to begin in mid to late June and contract completion specified for October 28, 2022. Due to recent limitations with material availability, work did not substantially begin until the week of July 11th. Since then, the contractor has completed most of the concrete spot repairs within the Raintree subdivision and along Nicoll Way, DuPage Boulevard, and Baker Hill Drive. The contractor is anticipated to complete any outstanding concrete work in these areas the week of September 12th, at which point asphalt milling, patching, and paving can begin. The contractor will then start concrete work on Phillips Avenue, and utility work on Crescent Drive and Colcord Place.

UTILITY AND ROADWAY IMPROVEMENTS PROJECT 20001 – PHASE II – Engineer: V3
Companies

(Project No. 20001; Value of Construction Contract = \$4,508,341)

This phase of the project involves the rehabilitation of roadways in the central-west portion of the Village including: Windsor Avenue (Sawyer to Hillside), Sawyer Avenue (Lorraine to west Village Limit), Chesterfield Avenue (Lorraine to west Village Limit), Dawn Avenue (Hillside to Duane), Kenilworth Avenue (Hillside to Duane), Duane Street (Kenilworth to Lorraine) and one street located in the east area of the Village, Carleton Avenue (DuPage to south end). The scope of the work will generally include sanitary sewer main line repairs and service line replacement, water main and service line replacement, storm sewer/drainage improvements, and varying levels of roadway rehabilitation.

The Contractor continues to focus on completing underground utility work in the Windsor/Sawyer/Chesterfield neighborhood. Utility work is substantially complete on Sawyer Avenue and near complete on Windsor Avenue between Sawyer Avenue and Chesterfield Avenue as well as on Chesterfield Avenue between Lorraine Road and Windsor Avenue. The Contractor also recently completed the construction of the roadway and driveways approaches on Sawyer Avenue. The week of September 12th, the Contractor will start construction of the new water mains on Chesterfield Avenue west of Windsor and on Windsor Avenue between Chesterfield Avenue and Hillside Road. Once the mains are installed, they will undergo pressure testing, disinfection, and sampling. During that process, the Contractor will replace sewer services within these areas of the project.

Work has not yet been advanced on Kenilworth Avenue, Dawn Avenue, and Duane Street. Pressure is being applied on the General Contractor to provide another crew to complete the relatively small amount of underground utility work on these streets and then advance roadway work. Until staff is convinced that adequate resources are demonstrated by the General Contractor to complete the improvements in time, work will not be permitted to advance on these streets.



Asphalt Roadway Base Paving on
Sawyer Avenue at Windsor Avenue (picture faces north)
September 8, 2022

CONSTRUCTION PROJECTS IN CLOSEOUT

NORTH PARK BLVD. / MAIN STREET IMPROVEMENTS – Contractor: **R.W. Dunteman**
(Project No. 13001; Value of Construction Contract = \$2,945,000)

Staff and the Resident Engineer have addressed all of IDOT's requests with project closeout in the court of IDOT District 1 Materials.

TAYLOR AVENUE PEDESTRIAN TUNNEL – Contractor: **"D" Construction**
(Project No. 15009; Value of Construction Contract = \$3,052,793)

The revised final pay estimate has been transmitted to the State for processing.

CRESCENT BOULEVARD RECONSTRUCTION – Contractor: **Martam Construction**
(Project No. 13002; Value of IDOT Contract = \$3,153,000; Local Share = \$1,480,000)

All paperwork is complete. Awaiting final invoicing from IDOT.

ENGINEERING PROJECTS

CRESECENT BOULEVARD RESURFACING PROJECT – Engineer: *Primera Engineers*

This project involves the rehabilitation of Crescent Boulevard between Lake Road and approximately the east Village Limit (approximately 1.2 centerline miles). Rehabilitation will be in the form of a mill and overlay (resurfacing) of the roadway as well as sidewalk removal and replacement including bringing the sidewalk ramps up to ADA standards. Also being contemplated as part of the project is the construction of new sidewalk along portions of the project corridor where no sidewalk currently exists.

At the May 26 DuPage Mayors and Managers Transportation Technical Committee (DMMC TTC) Meeting, the committee discussed how to appropriate an unobligated federal funding balance of ~\$1.1M in STP funds for FFY2022 projects. Ultimately, CMAP determined five eligible projects for which the funding could be increased from 70% federal funding to 80% federal funding with one project being the Crescent Boulevard resurfacing project. On June 16, the DMMC TTC approved funding for the 5 projects with the funding for Crescent being increased from approximately \$805,000 to \$920,000. A tight timeline exists to capitalize on the use of the grant funds whereby the project needs to work through the somewhat constrained State process with letting of the project to be completed by April of 2023. In June, Staff walked the project corridor with the Engineer to facilitate continued preparation of the preliminary engineering drawings for the project. In accordance with public outreach requirements for federal funding, the Village held a Public Information Meeting on August 23rd. Approximately 20 residents were in attendance with the project team providing an overview of the proposed improvements, question and answer session, and breakout sessions for further review the improvements and resident questions and comments. Feedback from the meeting will be incorporated into the Project Development Report and Preliminary Engineering Drawings with the first submittal of these documents being made to the State this week.

HILL AVENUE UTILITY IMPROVEMENTS – Engineer: *Walter E. Deuchler Associates*

(Project No. 00511)

The Engineer is currently preparing plats of easement for improvements on the Elliot Construction property. The Engineer also recently addressed DuPage County Stormwater Permitting Comments with the DuPage County Permit anticipated to be received in the near future.

GLEN ELLYN/IL AMERICAN WATER INTERCONNECT– Engineer: *Donohue*

This project involves the design of an emergency use interconnection between the Village and Illinois American Water Company (ILAWC) distributions systems, near Glenbard South High School. The interconnection will significantly reduce the water outage areas for the respective utilities in the event of water main breaks. The project was released for competitive bidding on August 15th with four bids received and publicly opened on August 29th. Staff is recommending award of pipeline construction contract to Archon Construction Company at the September 12th Village Board Meeting. The Public Works Utilities Division is currently procuring the interconnection telemetry equipment and supervisory control and data acquisition (SCADA) integration.

CENTRAL BUSINESS DISTRICT PROJECTS

TRAIN STATION / PEDESTRIAN TUNNEL – Engineer: CDM Smith/KMI Architects

(Project No. 16016)

Staff and CDM Smith continue to request an update from the State on its second review of the Section 106 and 4(f) documents and that they have been respectively passed onto the Federal Highway Administration for their review. Once FHWA comments have been completed, they will be transmitted back to the Village for revisions and resubmittal. Once the documents are blessed by the State and FHWA, the State will submit a clean copy for concurrence on the project Adverse Effects. Once that process is completed, a Memorandum of Agreement can be drafted. Staff anticipates this process will take several months to work through; hence the importance of starting Phase II Engineering sooner as opposed to later. CDM Smith is currently developing a scope of services and cost estimate of consultant services for Phase II Engineering.

CBD STREETSCAPE AND UTILITY IMPROVEMENTS – DESIGN ENGINEERING OF PROJECT PHASES 2 AND 3 Engineer: Civiltech Engineering, Inc.

(Project No. 15006)

Civiltech Engineering is wrapping up its next submittal of the design drawings for Phase 2 and 3 of the project. The submittal is anticipated to be received by staff on Thursday, September 15th. Staff will then advance its detailed review of the drawings with the goal to provide comments back to Civiltech by October 14th.

CONSTRUCTION MAINTENANCE PROGRAMS

Public Works seeks the best vendor prices for various annual municipal and utility maintenance and operations activities. This effort includes local bidding of projects or joint purchasing initiatives, including the Municipal Partnering Initiative (MPI), a consortium of DuPage County communities.

Project	Estimated Glen Ellyn Cost	Status
2022 Sidewalk and Concrete Street Repairs	\$289,775 (2022)	This annual program includes repairs to deteriorated or damaged sidewalk and concrete roadway infrastructure throughout the Village. Staff advertised the contract for bid on April 13, 2022, and bids were opened on April 28, 2022. The project was awarded at the May 23 rd Village Board meeting. Staff has worked with a consultant to inspect and a list of candidate repair locations. The inspections resulted in a first repair batch of over 130 locations being submitted to the contractor on August 23, 2022. Construction for this first batch started the week of September 6 th and will take approximately two weeks to be completed. A second repair list is targeted to be submitted in late September for completion in October.
2022 Asphalt Roadway Patching	\$114,900 (2022)	Project scope includes roadway patching throughout the Village. Staff advertised the contract for bid on April 27, 2022, and bids were opened on May 12, 2022. The project was awarded at the May 23 rd Village Board meeting. Staff is currently working with a consultant to compile patching locations targeted for completion in September.
2022 Pavement Markings	\$30,000 (2022)	Due to limited staff resources, very minimal pavement marking work will be completed by in-house resources.
2022 Crack Sealing	\$40,000 (2022)	Due to limited staff resources, crack sealing is likely being deferred to 2023.
2022 Asphalt Surface Rejuvenation	\$60,000 (2022)	Candidate locations include streets that have been resurfaced one to three years prior and those paved in the upcoming CBD Streetscape project. Staff has submitted quantities and secured pricing from single source vendor Corrective Asphalt Materials. Staff will recommend the work be authorized by the Village Board at its September 26 th Meeting.

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